CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this Heading.

St. John's Cathedral, Hongkong. September 7th, 1924, 12th Sunday after Trinity. Holy Communion (8 a.m.). Children's Service (10 a.m.). Matins (11 a.m.). Holy Communion (12 noon). Evensong (6 p.m.).

Peak Church.—The Sunday Evening Services will be continued during September at 6.30 p.m. [illegible]

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings 10 to 12.

CONVICTS ON HOLIDAY.

Maidstone convicts have finished their summer holiday at Camp Hill Prison, Parkhurst, Isle of Wight. Dressed in dark grey suits and caps the men travelled to Cowes in Charabancs and other open vehicles. We like [illegible]

NOTICE.

HONGKONG JOCKEY CLUB.

MEMBERS who intend keeping ponies in training for the forthcoming Annual Race Meeting are requested to intimate to the Manager of the Stables the number of stalls they require at as early a date as possible.

DOUGLAS STEAMSHIP CO., LTD.

Tickets will be issued for Round Trips during the months of July to September, from Hongkong to Foochow (Pagoda Anchorage) and return, calling at Swatow and Amoy on both the upward and downward Voyage, by the Company's new, fast, well appointed steamer "Hai-Ning" at the reduced rate of $80. for the round Voyage, including Meals while the steamer is in port.

These Special Tickets will be available for return **only** by this steamer, either by the Voyage for which it is issued or by her following sailing from Foochow. Duration of stay at Foochow 48 hours.

The Trip occupies 8 to 9 days and the steamer will leave Hongkong from the Company's Wharf at 5 p.m. arriving at daylight on her return (Weather permitting).

The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required.

For further particulars and dates of sailing Apply to

DOUGLAS LAPRAIK & CO.
General Managers,
Douglas Steamship Co., Ltd.

NOTICE TO CONSIGNEES

THE BEN LINE STEAMERS LIMITED.

From MIDDLESBRO' ANTWERP, LONDON & STRAITS

The Steamship "BENLAWERS"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 13th. inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 13th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter signed by

GIBB, LIVINGSTON AND CO., LTD.,
Agents.

Hongkong, 6th. Sept., 1924.

PASSENGERS DEPARTED.

Per P. and O. s.s. Kashmir for Northern Ports and Japan, 5th Sept.—Lieut. J. Henderson, Mrs. Van der G. Stegan, Dr. and Mrs. M. Klatchko, Miss M. Klatchko, Mr. and Mrs. J. B. Ferrier, Master J. Ferrier, Mr. J. Herry, Miss Schou, Mr. F. Strachan, Mr. F. Lobel, Mr. L. W. Shaw, Mr. E. J. Harper, Rev. and Mrs. Goddard, Miss Goddard, Master Goddard, Mr. R. Wardrop, Mr. W. Duncan, Mrs. M. Jordan and Child, Mr. Lee He Lap, Mr. and Mrs. A. E. Cherry and Child, Miss Belokorow, Mr. and Mrs. S. G. Phelps, Miss D. K. Atkinson, Mr. A. G. Thomas, Mr. W. C. Taylor, Mr. A. F. Tong, Mr. U. Kao, Col. and Mrs. Borton, Mrs. C. L. Brown, Mr. R. B. Webberling, Mr. and Mrs. J. H. Richardson and Infant, Mr. and Mrs. W. H. Richardson and Child, Mr. J. Swayne, Mr. J. Leslie, Mr. S. Shatrock, Mr. J. Barrett, Mr. P. Wood, Mr. and Mrs. W. H. Smedley and Child, Miss M. M. Clark, Miss E. J. Clark, Mr. J. B. Secos, Mr. K. Bolla, Mr. J. N. G. Gimson, Mr. A. J. Barrock, Mr. [illegible]

SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day:

Vessels Arrived.

Vessel	Agents	From	Mooring
Hydrangea	Chin Un	Swatow	Co's Whf.
Haslin	Wo Fat Sing	Saigon	C 44
Tjisalak	J C J L	Kobe	A 6
Eurythos	B & S	Shanghai	A 3
Beelawers	Gibb, Liv.	Singapore	Kow. Whf.
Sarvasten	Cheong Ho	,,	A 27
Kutsang	J M & Co.	Amoy	B 7
Reims	Tai Wo	Hoihow	West Point
London M.	O S K	Singapore	Kow. Whf.
Poolee	Tung Woo	K O Wan	B 23
Hwa Ta	Yee Tai Hong	Weihaiwei	
Yingchow	B & S	Canton	B 9
Hsin Chang	O M S N		Co's Whf.

Clearances.

Vessel	Agents	Where Bound	Departure
Matsang	J M & Co.	Sandakan	6th Sept.
Atreus	B & S	Singapore	,,
Hoi Nam	Kwong O	K O Wan	,,
Kalyan	P & O	Singapore	,,
Mikawa M.	Y K K	Tai Lay	,,
Wong Shek Kang	Kwong Chung	Saigon	,,
Nam Wah	Chun Hing	Hoihow	,,
Soudan	P & O	Shanghai	,,
Argun M.	O & K	Singapore	,,
Liangchaw	B & S	Shanghai	,,
Hsin Chang	O M S N		,,
Yuensang	J M & Co.	Manila	,,
Amy-le-Rideau	M M Cie	Saigon	7th Sept.
Kaijo M.	O S K	Swatow	,,
Mingsang	J M & Co.	Hoihow	,,

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing
Mingsang	J M Co.	Hoihow	7th Sept.
Fooching	J M Co.	Swatow	7th ,,
Amy le Rideau	M M	Marseilles	7th ,,
Gloyo M.	T K K	Valparaiso	7th ,,
Venezia	D & Co.	Trieste	7th ,,
Tjikini	J C J L	Batavia	7th ,,
Perang M.	N Y K	Japan	8th ,,
Matsuye M.	N Y K	Japan	8th ,,
Kutsang	J M Co.	Calcutta	8th ,,
Kwaisang	J M Co.	Swatow	8th ,,
Tjibodas	J C J L	Shanghai	9th ,,
Taurus	N Y K	Valecia	9th ,,
Sarpedon	B & S	London	9th ,,
Haining	O L & Co.	Foochow	10th ,,
Tjisalak	J C J L	Batavia	10th ,,
Kwongtung	J M Co.	Shanghai	10th ,,
Perseus	B L	Manchurian	10th ,,
Tairea	P & O	Kobe	10th ,,
Haruna M.	N Y K	Antwerp	10th ,,
Atsuta M.	N Y K	Yokohama	10th ,,
Persers	B & S	New York	10th ,,
Yamagata M.	N Y K	Rangoon	11th ,,
E. of Canada	C P S Ld.	Yokohama	12th ,,

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Atsuta M	N Y K	Singapore	7th Sept
Matsuye M.	N Y K	Singapore	7th ,,
Tairea	P & O	Singapore	7th ,,
Rheims	B & S	Singapore	8th ,,
Perang M.	N Y K	Singapore	8th ,,
E. of Canada	C P S Ld.	Manila	8th ,,
Sarpedon	B & S	Shanghai	8th ,,
Haruna M.	N Y K	Shanghai	9th ,,
Yamagata M.	N Y K	Singapore	10th ,,
Antelycus	B & S	Hankow	10th ,,
Schlesien	M & Co.	Shanghai	10th ,,
Moji M.	N Y K	Singapore	10th ,,
Yoshino M.	N Y K	Manila	10th ,,
Trier	M & Co.	Genoa	12th ,,
Patroclus	B & S	Dalny	15th ,,
E. of Russia	C P S Ld.	Shanghai	16th ,,
Ixydeus	B & S	Yokohama	22nd ,,
Calchas	B & S	Yokohama	27th ,,
Hakone M.	N Y K	Suez	6th Oct.
Crestes	B & S	Shanghai	9th ,,
Ajax	B & S	Shanghai	9th ,,

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage Expires	Claims to be in by	Examination Date
P. Madison	A O L	Kowloon	Sept. 5	Oct. 4	Sept. 9
Andre Lebon	M M	Kowloon	Inst. 6	Inst. 10	Inst. 6
P. Madison	A L	Kowloon	Inst. 6	Oct. 4	Inst. 9
Helenus	B & S	Holt's	Inst. 10	Inst. 24	Tues. & Fri
Beelawers	G L Co.	Kowloon	Sept. 13	Sept. 20	Sept. 13

Steamers' Movements.

Rhexenor arrived at Marseilles on 2nd inst.
Elpenor left Port Said 3rd inst. for London Rotterdam & Hamburg.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

SELLING.

T[illegible]	2/4½
[illegible]emand	2/4.11/16
[illegible]0 d/s.	
[illegible]0 d/s.	2/4½
[illegible] m/s.	Nom.
[illegible] T. Shanghai	102½
[illegible]/T. Singapore	159½
[illegible]/T. Japan	165
[illegible]/T India	—
[illegible]emand India	
[illegible]/T. San Francisco and New York	83
[illegible]/T. Java	140½
[illegible]/T. Marks	Nom
[illegible]/T. France	10.10
[illegible]emand, Paris	—

BUYING.

[illegible] m/s. D/O.	2/5 9/16
[illegible] m/s. D/P.	2/5.11/16
[illegible] m/s. L/O.	2/5½
[illegible]d/s. Sight and Mail urse	2/5½
30 d/s. San Francisco and New York	84½
4 m/s. Marx	Nom.
4 m/s. France	10.70
5 m/s. ,,	10.90
Demand, Germany.	
Demand, New York	83½
T/T. Bombay	—
Demand, Bombay	165
T/T. Calcutta	—
Demand, Calcutta	165
On Yokohama	1[illegible]½
Demand, Manila	108½
Demand, Singapore	102½
Demand, Batavia	140½
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	77½
Sovereign	8.15
Gold leaf per Tael	48.00
Bar Silver ....ready	34 7/16
forward	34½
Ban. of England rate	5%
New York/London	4.45½

SUBSIDIARY COINS.

[illegible] 50 cent pieces	per do
[illegible] 10 ,,	1.1/2% dis.
[illegible] 5 ,,	257.50% dis
Dollars nth. coins	$42.00
Gold leaf	

Hongkong, Sept. 6, 1924.

Board of Conservancy Works of Kwangtung.

Waterlevels in English Feet 10 a.m.

Place of Observation		Highest W.L. over Sounded Bar	Lowest W.L. over Sounded Bar	1924 W.L. Sept. 2 Feet	1924 W.L. Sept. 4 Feet
Wuchow	West River	+9.50	-1.42	+[illegible]	+[illegible]
Kongmoon	,,	+14.70	-0.80	+6.4	+4.0
Lin[illegible]	,,	+17.00	-0.7	+12.5	+11.0
[illegible]	,,	+[illegible]	0	+[illegible]	+[illegible]
[illegible]	,,	[illegible]	[illegible]	[illegible]	[illegible]

POST OFFICE NOTICES.

Telegraphic Communication with Waglan lighthouse has been restored.

INWARD MAILS.

From	Per	Due
Shanghai	Shantung	6th Sept.
Shanghai	Chenglu	6th ,,
Java	Tjibodas	6th ,,
Shanghai	Kansu	6th ,,
Java	Tjikembang	7th ,,
Shanghai & Europe via Siberia, (London 15th Aug.)	Amy Le Rideau	7th ,,
Straits	Tairea	7th ,,
Shanghai	Suiyang	8th ,,
Shanghai	Sarpedon	8th ,,
Manila	Emp. of Canada	8th ,,
Manila	Pres. Lincoln	9th ,,
Japan	Haruna M.	9th ,,
Straits	Atsuta M.	9th ,,

OUTWARD MAILS.

For	Per	Date
Swatow, Amoy & Formosa	Kaijo M.	Sept. 7
Java via Sourabaya	Tjisalak	Sept. 7
Japan	Gloyo M.	Sept. 7
Samshui & Wuchow	Hsinlung	Sept. 7
Straits & Calcutta	Kutsang	Sept. 7
*Swatow & Bangkok	Kwaisang	Sept. 8
Swatow	Hydrangea	Sept. 8
	Shantung	Sept. 9
Amoy	Chenglu	Sept. 9
Straits, Ceylon, India, Mauritius, R. & S. Africa, Egypt & Europe via Marseilles	Dalny	Sept. 9
	Kutsang	Sept. 9
	Kwongtung	Sept. 9
*Swatow & Bangkok	Kwaisang	Sept. 10
Swatow, Amoy & Formosa	Hydrangea	Sept. 10
Swatow	Shantung	Sept. 11

Shipping Europe, Australian, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND) TO
Straits, Java and Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, &c.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
NAGOYA	6,854	11th Sept.	M'les, London & Antwerp
KAISAR-I-HIND	11,430	20th Sept.	M'les, London & Antwerp
SOUDAN	6,696	30th Sept.	S'pore, P'ang, C'bo & B'bay
KASHMIR	8,963	4th Oct.	M'les, London & Antwerp
PESHAWUR	7,943	14th Oct.	M'les, London & Antwerp
MOREA	10,911	18th Oct.	M'les, London & Antwerp
SICILIA	6,813	27th Oct.	S'pore, P'ang, C'bo & B'bay
KASHGAR	8,840	1st Nov.	M'les, London & Antwerp
MALWA	10,941	15th Nov.	M'les, London & Antwerp
SARDINIA	6,684	25th Nov.	S'pore, P'ang, C'bo & B'bay
KARMALA	9,098	29th Nov.	M'les, London & Antwerp
MANTUA	10,902	13th Dec.	M'les, London & Antwerp
SOUDAN	6,696	23rd Dec.	S'pore, P'ang, C'bo & B'bay
MEIVA	9,135	27th Dec.	M'les, London & Antwerp
MACEDONIA	11,089	10th Jan. 1925	M'les, London & Antwerp
SICILIA	6,813	20th Jan. „	S'pore, P'ang, C'bo & B'bay
KALYAN	9,118	24th Jan. „	M'les, London & Antwerp
MOREA	10,911	7th Feb. „	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

SILAWA	10,000	16th Sept.	S'pore, Penang & Calcutta
TAIREA	8,500	3rd Oct.	S'pore, Penang & Calcutta
TACADA	6,494	25th Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	1st Oct.	Manila, S'kan, Thursday Is., Townsville, B'bane, Sydney and Melbourne.
ST. ALBANS	4,500	29th Oct.	
EASTERN	4,000	26th Nov.	

Frequent connection from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver Sam (omitted) etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

ARAFURA	6,000	6 Sept. 5 p.m.	Moji & Kobe
TAIREA	8,500	10th Sept.	Moji & Kobe
MOREA	10,911	19th Sept.	Shanghai, Moji & Kobe
KASHGAR	8,840	3rd Oct.	Shanghai, Moji & Kobe
SICILIA	6,813	4th Oct.	Shanghai, Moji & Kobe
ST. ALBANS	4,500	4th Oct.	Moji & Kobe
TACADA	6,949	6th Oct.	Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2½ft. x 2ft. x 1ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
22, Des Vœux Road, Central. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.
U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. Vessel.	Due Hongkong.	HOMEWARDS. Vessel.	Leaves Hongkong.
GLENSANDA	23rd Sept.	PEMBROKESHIRE London, Rotterdam & H'burg.	12th Sept.
GLENSHANE	7th Oct.	GLENIFFER London, Rotterdam & H'burg	28th Sept.
GLENGARRY	16th Oct.	GLENOGLE London, Rotterdam & H'burg	11th Oct.
GLENAPP	30th Oct.		

Movements are subject to change without notice.
For freight or further particulars please apply to:—
JARDINE MATHESON & CO., LTD.
AGENTS THE GLEN LINE, LTD.
Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'la, S'kan, Thurs. Is. & A'lian Ports.
TAIYUEN	5th Oct.	10th Oct.
CHANGSHA	31st Oct.	4th Nov.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to
Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Telephone Central No. 36. Agents.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.
FOR CANTON
S.S. "TAIKWA MARU" ... ... on or about 16th Sept.
FOR HAIPHONG via Hoihow & Pakhoi
S.S. "TAIKWA MARU" ... ... on or about 19th Sept.
FOR KEELUNG via Swatow & Amoy
S.S. "CHUKWA MARU" ... ... on or about 18th Sept.
For further particulars, please apply to—
[illegible]

Shipping to Europe, Australia, and other Ports.

SAILINGS SUBJECT TO ALTERATION.
VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.
Through passage rates to Europe via America G. $405. G. $420. G. $440
KAGA MARU ... ... Friday, 26th Sept.
IYO-MARU ... ... Wednesday, 15th Oct.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.
HARUNA MARU ... ... Wednesday, 10th Sept. at 11 a.m.
KAMO MARU ... ... Wednesday, 24th Sept.
HAMBURG via LONDON & ROTTERDAM & Ports.
MITO MARU ... ... Friday, 26th Sept.
LIVERPOOL via MARSEILLES & VALENCIA.
TSURUGA MARU ... (Calls Glasgow) ... Tuesday, 9th Sept.
DELAGOA MARU ... ... Sunday, 28th Sept.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... ... Wednesday, 17th Sept. at 11 a.m.
YOSHINO MARU ... ... Wednesday, 15th Oct.
NEW YORK and/or BOSTON via PANAMA.
MAYEBASHI MARU ... ... Wednesday, 3rd Sept.
BUENOS AIRES via Singapore, Durban & Cape Town.
BOMBAY via Singapore & Colombo.
SADO MARU ... ... Sunday, 21st Sept.
TOKUSHIMA MARU ... ... Monday, 29th Sept.
CALCUTTA via Singapore, Penang & Rangoon.
YAMAGATA MARU ... ... Thursday, 11th Sept.
OALCUTTA MARU ... ... Friday, 19th Sept.
JAVA & CALCUTTA.
NAGASAKI, KOBE & YOKOHAMA.
YOSHINO MARU ... ... Thursday, 11th Sept.
SHANGHAI, KOBE & YOKOHAMA.
PENANG MARU ... ... Monday, 8th Sept.
MATSUYE MARU ... ... Monday, 8th Sept.
ATSUTA MARU ... ... Monday 8th Sept.
KASHIMA MARU ... ... Tuesday, 23rd Sept.
For further information apply to:— NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, *Manager.*

DODWELL & CO., LTD.

NEW YORK BERTH.
FOR NEW YORK & BOSTON via SUEZ.
S.S. "WRAY CASTLE" ... Sailing about 26th August.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.
OUTWARD FOR YOKOHAMA, KOBE AND MOJI.
S.S. "PERSIA" ... ... Sails about 30th Sept.
HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.
S.S. "VENEZIA" ... ... Sails about 7th Sept.
S.S. "LACONIA" ... ... Sails about 4th Oct.
S.S. "FIUME-L" ... ... Sails about 7th Oct.
S.S. "PERSIA" ... ... Sails about 7th Nov.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.
S.S. "UMZUMBI" ... ... Sailing about
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD.,
Telephone Central 1030. Agents.

ELLERMAN'S & BUCKNALL STEAMSHIP COMPANY, LTD

Projected Sailings from Hongkong
Subject to alteration.
City of Manila ... 11th Sept. Havre, London, Bremen & Hamburg
PASSENGER SERVICE.
§ City of Lahore ... 26th Oct. Shanghai & Japan
† City of Lahore ... 8th Dec. Marseilles, London, etc.
† City of Karachi ... 29th Jan. Marseilles, London, etc.
§ City of Baroda ... 25th Feb. Marseilles, London, etc.
A Class. B Class.
FARES TO LONDON.
Single 1st Class A £85. B £54. Single 3rd Class A £53. B £34.
Cargo [illegible]
For [illegible] apply to
HOLYOAK [illegible] & CO., LTD. [illegible] LTD.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.	
MANILA	Yuensang	Sat.	6th Sept. at 11 a.m.
SANDAKAN	Mausang	Sat.	6th Sept. at 1 p.m.
HAIPHONG via Hoihow	Mingsang	Sun.	7th Sept. at 7 a.m.
STRAITS & Calcutta	Kutsang	Tues.	9th Sept. at 3 p.m.
BANGKOK via Swatow	Kwaisang	Mon.	8th Sept. at 5 p.m.
SHANGHAI via Swatow	Waishing	Tues.	9th Sept. at 10 a.m.
T'TAO via S'tow & S'hai	Kwongsang	Wed.	10th Sept. at 10 a.m.
SHANGHAI via Swatow	Fooching	Fri.	12th Sept. at 10 a.m.
MANILA via Amoy	Suisang	Sat.	13th Sept. at 3 p.m.
SHANGHAI via Swatow	Loksang	Sun.	14th Sept. at 10 a.m.
TIENTSIN	Chipshing	Wed.	17th Sept. at noon.
KOBE via S'hai & Moji	Hosang	Sun.	21st Sept. at 7 a.m.
STRAITS & Calcutta	Namsang	Mon.	22nd Sept. at 3 p.m.

Calcutta Line:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.
Shanghai Line:—Sailings approximately every three day between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtsze Ports via Shanghai.
Manila Line:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.
Haiphong Line:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.
Borneo Line:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.
Tientsin Line:—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.
Bangkok Line:—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Tuesday, 9th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.
Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.
For Freight or Passage apply to:—
JARDINE MATHESON & Co., Ltd.
Telephone Central No. 215. *General Managers.*

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.
Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cusine.
For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.	
Haining ...	W. C. Passmore	TUES., 9th Sept. at	5 p.m.
§ Haihong ...	Ellis Walker.....	FRI., 12th Sept. at	3 p.m.
Haifoong...	W. S. Turnbull...	TUES., 16th Sept. at	1 p.m.

§ Calling at Swatow for Passengers only.
Arrivals and Departures from the Co.'s Wharf (near Blake Pier.
For Freight and Passage, apply to
Douglas Lapraik & Co.,
General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 11th Sept.
SINGAPORE, PENANG & BELAWAN-DELI DIRECT.
Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.
1st. CLASS FARE to SINGAPORE $100.00.
In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.
Agents:—JAVA CHINA JAPAN LIJN,
Telephone Central No. 1574. York Building, Charter Road.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

Mail Steamers	Mail Sailings from Marseilles	Fre. arr. at Hkg. and Sailing for S'hai & Japan	Fre. Sailing from H'kong for M'les
AZAY-LE-RIDEAU	—	—	7th Sept.
PAUL LECAT	—	—	14th Sept.
ANDRE LEBON	—	—	28th Sept.
AMBOISE	14th Aug.	15th Sept.	12th Oct.
CHANTILLY	28th Aug.	29th Sept.	26th Oct.
PORTHOS	11th Sept.	14th Oct.	9th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.
(Including Table Wine and free Doctor's attendance)
A Class Steamers: 1st Class £85.0.0 B. Class 1st Class £52.0.0
2nd Class £56.0.0 2nd Class £40.0.0
Through Tickets to London and Leading Towns on Europe.
Accommodation reserved in the trains at Marseilles.
LIGNE COMMERCIALES (CARGO-BOATS)
S.S. "DAVID BENOM" from Dunkirk [illegible]

CONSIGNEES.

NOTICE TO CONSIGNEES.
SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES
S.S. "ANDRE LEBON"
Consignees of Cargo from Marseilles &c., also cargo ex s.s. "LIEUTENANT DE LA TOUR," from Cognac.
In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 6th. instant, at Noon will be subject to rent and landing charges.
All claims must be sent in to me on or before the 10th. inst. or they will not be recognised.
All damaged packages will be examined on Saturday the 6th. inst. at 10 a.m. by Messrs. Goddard & Douglas.
No Fire insurance has been effected.
R. RODENFUSER.
Agent.
Hongkong, 1st. 1st. 1924.

NOTICE TO CONSIGNEES
OCEAN STEAM SHIP COMPANY, LTD.
and
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
Consignees per Company's Steamer
"HELENUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 4th. September.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th. September, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 24th. Sept., or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th. September, 1924.

THE "RIGHT" TREATMENT FOR INDIGESTION

consists in overcoming the cause of the trouble—the presence of excess acid in the stomach, which attacks its delicate lining and renders smooth, painless digestion impossible. For this purpose Bisurated Magnesia is unequalled for it drives away all pain, sickness and flatulence the moment it enters the stomach. It does this by neutralising the acid, stopping fermentation, and soothing the inflamed tissues. Try Bisurated for yourself the how quickly the pain goes, how much better you feel. Get some from your chemist TODAY but be sure it is Bisurated Magnesia, two tablets of which have the same effect as a teaspoonful of other Magnesias. [illegible]

PACIFIC SHIPPING.

ROUND THE WORLD

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO
SUEZ, PORT SAID, ALEXANDRIA, NAPLES
GENOA, MARSEILLES,

BOSTON AND NEW YORK

Thence
HAVANA, PANAMA, LOS ANGELES,
SAN FRANCISCO—
to KOBE, SHANGHAI & HONGKONG
via HONOLULU.

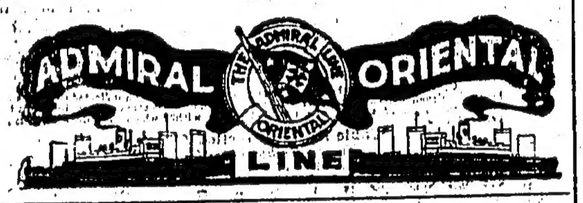
"PRESIDENT HARRISON" .....Sept. 16th
"PRESIDENT BUREN" .....Sept. 30th
"PRESIDENT HAYES" .....Oct. 14th
"PRESIDENT ADAMS" .....Nov. 11th

Through Bills of Lading to all United States and Canadian Overland points & Havana.

For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795. No. 4, Des Vœux Road.
CABLE ADDRESS: "DOLLAR."



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN
STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT MADISON" .....Sept. 12th
"PRESIDENT McKINLEY" .....Sept. 24th
"PRESIDENT JEFFERSON" .....Oct. 18th
"PRESIDENT GRANT" .....Oct. 30th
"PRESIDENT MADISON" .....Nov. 11th

TO EUROPE

£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT McKINLEY" .....Sept. 15th
"PRESIDENT JEFFERSON" .....Oct. 9th
"PRESIDENT GRANT" .....Oct. 21st.

Through Bills of Lading to all United States and Canadian Overland Points: also via Panama Canal Lines to Atlantic Ports.
Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to
MANAGING AGENTS-UNITED STATES SHIPPING BOARD.

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795. No. 4, Des Vœux Road.
CABLE ADDRESS: "DOLLAR."

COMPANIA TRASATLANTICA DE BARCELONA
(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ 30th Oct. | ISLA DE PANAY 21st Dec.
SHANGHAI, NAGASAKI KOBE & YOKOHAMA.
C. LOPEZ Y LOPEZ 12th Oct. | ISLA DE PANAY 3rd Dec.

The Steamers of this Company are classed 100 A1 at Lloyd's and are fitted with every modern convience for comfort and safety of passengers. Surgeons and Doctor carried.

For particulars of freight or passage apply:—

HUTEHO BROS.
(Tel. 2300) Alexander Buildings, Hongkong.
C. S. MASSEY, General Agents, S.O.A. (Limited)
Telephone 2447.

PACIFIC SHIPPING.

CANADIAN PACIFIC

IMPORTANT

THE
"EMPRESS OF CANADA"
WILL SAIL FROM
HONGKONG
TO
VANCOUVER
via Shanghai, Kobe & Yokohama.
12 O'CLOCK NOON
FRIDAY, SEPT., 12th
INSTEAD OF SATURDAY, SEPT., 13th

Passenger Department Tel. C. 752. Cables: CACANPAC.
Freight and Express Tel. C. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

VIA HONOLULU. The Paradise of the Pacific.
REDUCED FARE TO EUROPE
£120 £112-£110
First class throughout. No change are on the Atlantic

HONGKONG TO SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.

Steamers.	Tons.	Leave Hongkong
SIBERIA MARU	20,000	Sept. 19.
TAIYO MARU	22,000	Oct. 1.
TENYO MARU	22,000	Oct. 15.
KOREA MARU	20,000	Oct. 29.
SHINYO MARU	22,000	Nov. 14.

The KOREA MARU and SIBERIA MARU proceed to Los Angeles after arrival at San Francisco.

HONGKONG TO VALPARAISO
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AYRES.

Steamers.	Tons.	Leave Hongkong.
GINYO MARU	16,000	Sept. 7.
ANYO MARU	18,000	Oct. 18.

Through Bills of Lading issued to all United States Overland Ports; also via Panama Canal Lines to Atlantic Ports.
For Full Information regarding passenger, freight and sailings Apply to:—
Y. TSUTSUMI, Manager.
King's Building.
Agents at Canton.
Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the
"BLUE FUNNEL LINE"
Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ld.)
AND
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. PERSEUS ... ... via Suez Canal ... 10th Sept.
* S.S. CITY OF YOKOHAMA via Suez Canal ... 21st Sept.
S.S. TEUCER ... ... via Suez Canal ... 1st Oct.
S.S. EURYLOCHUS ... ... via Suez Canal ... 11th Oct.
* Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.
For Freight and particulars apply to:—
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd. CANTON

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.
U.S.S.B. "West Sequana"... ... Due Hongkong 14th Sept.
Leaves Hongkong 16th Sept.
U.S.S.B. "West Prospect"... ... Due Hongkong 29th Sept.
Leaves Hongkong 30th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Manila, Cebu and Zamboanga.
U.S.S.B. "West Carmona"... ... Due Hongkong 23rd Sept.
Leaves Hongkong 25th Sept.

To Manila, Singapore, Zamboanga & Cebu.
U.S.S.B. "West Cajoot"... ... Due Hongkong 15th Oct.
Leaves Hongkong 15th Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.
For Full Information apply to
STRUTHERS & BARRY.
L. EVERETT, 1st Floor Queen's Building.
(General Agent for Phone Central No. 3008.
Japan, China, Philippines. G. P. BRADBURY, Fleet Agent.
India, China, Atlantic or Gulf.

PACIFIC SHIPPING.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(Direct.)

ATREUS 6th Sept. London, Rotterdam & Hamburg
SARPEDON 9th Sept. Marseilles, London, Rotterdam & Glasgow
GLAUCUS 15th Sept. London, Rotterdam, Hamburg & Dunkirk
RUMAEUS 22nd Sept. London, Hull, Rotterdam & Hamburg

LIVERPOOL SERVICE
(Direct or via Continental Ports)

BURYPYLUS 6th Sept. Marseilles, Havre, Liverpool & Glasgow
ANTILOCHUS 20th Sept. Genoa, Marseilles, Liverpool & Glasgow
KT. TEMPLAR 1st Oct. Marseilles, Havre, Liverpool & Glasgow

PACIFIC SERVICE
(via Kobe and Yokohama)

ACHILLES 20th Sept. Victoria, Seattle & Vancouver
PHILOCTETES 14th Oct. Victoria, Seattle & Vancouver

NEW YORK SERVICE
(via Suez or Panama)

PERSEUS 10th Sept. Boston, New York, Baltimore via Suez
TEUCER 1st Oct. Boston, New York, Baltimore via Suez
EURYLOCHUS 11th Oct. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

PATROCLUS 16th Sept. for Shanghai
SARPEDON 9th Sept. for Singapore, Marseilles & London
PATROCLUS 21st Oct. for Singapore, Marseilles & London
MENTOR 17th Nov. for Singapore, Marseilles & London
HECTOR 16th Dec. for Singapore, Marseilles & London
TEIRESIAS 29th Dec. for Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For Freight and Passage Rates and all information Apply to:—
BUTTERFIELD & SWIRE
AGENTS.

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Menado	Java	In port	—	—
Tjikini	Shanghai	In port	7th Sept.	Makassar
Tjisalak	Japan	In port	10th Sept.	Batavia
Tjibodas	Makassar	6th Sept.	8th Sept.	Amoy & S'hai
Tjikembang	Batavia	7th Sept.	11th Sept.	Shanghai
Medan	Java	13th Sept.	—	—
Sawahlocnto	Java	13th Sept.	—	—
Tjitaroem	Makassar	14th Sept.	16th Sept.	Japan
Tjikarang	Shanghai	18th Sept.	20th Sept.	Batavia
Tjisondari	Java	25th Sept.	27th Sept.	Shanghai
Tjibodas	Shanghai	29th Sept.	30th Sept.	Makassar
Tjileboet	Japan	29th Sept.	1st Oct.	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the
Java-China-Japan Lijn.

CONSIGNEES.

ADMIRAL ORIENTAL LINE.

The Steamship
"PRES. MONROE,"
having arrived from New York via ports on Sept., 1st, 1924 Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed & damaged cargo is to be left in the godowns where it will be examined at 10 a.m. on Sept., 5th, 1924, by the Company's Surveyors, Messrs. Carnichall and Clake.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 8th. Sept. 1924, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board.
Emergency Fleet Corporation.
Agents,
ADMIRAL ORIENTAL LINE
4, Des Vœux Road.
Hongkong, Sept., 1st. 1924.

ADMIRAL ORIENTAL LINE.

The Steamship
"PRES. MADISON."
having arrived from Seattle via ports on 2nd. Sept. 1924 consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 6th. Sept., 1924, by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 9th. Sept. 1924, will be subject to rent.

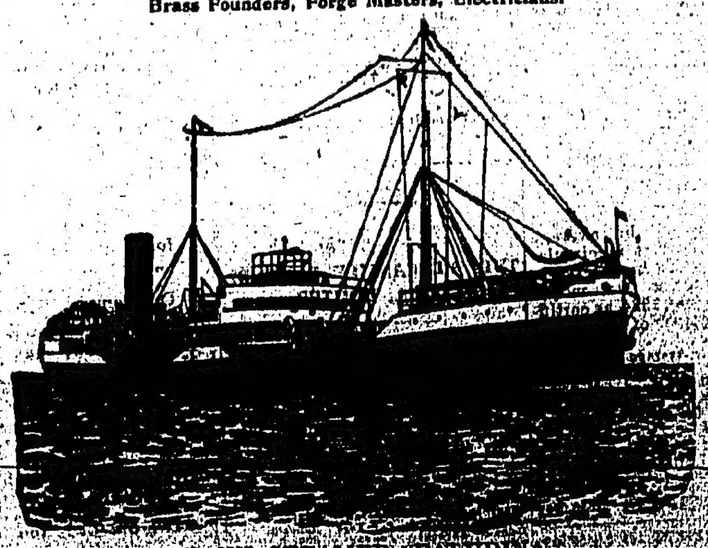
No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board.
Emergency Fleet Corporation.
Agents,
ADMIRAL ORIENTAL LINE.
4, Des Vœux Road.
Hongkong. September, 3rd. 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.
Codes Used: A1, A.B.C. Fith Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's, Merconi.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER, "PALUDINA"
[illegible]
Built by the THE HONGKONG & WHAMPOA DOCK [illegible] HONGKONG for the order of THE ANGLO SAXON PETROLEUM [illegible]
[illegible]

SHARE QUOTATIONS.

Stock Exchange.			Sharebrokers' Association. Sept. 5.	
Banks.				
H.K. & S. Bank	b.	1200	b.	1200
" (London)	b.	£137		
Chartered Bank	b.	£20	b.	£20
Mercantile Banks A & B	b.	£29¼	b.	£29¼
Mercantile Banks C	b.	£12¼		
P. & O. Bank	n.	£11	n.	£11
Bank of E. Asia	b.	99	b.	100
Marine Insurance.				
Canton	b.	720	b.	720
China Underwriters	b.	1¾	b.	1.80
North China	n.	$140	n.	140
Union	b.	236 sa. 235/7	b.	235
Yangtsze	b.	29¼	b.	30
Fire Insurances.				
China Fires	b.	180	b.	175
H.K. Fires	b.	600	b.	600
Shipping.				
Douglases	b.	62	b.	62
H.K. Steamboats	s.	49	b.	49
H.K. Tugs.	s.	3½	n.	3¾
Indos (Pref.)	b.	38		
Indos Def. Lon/Reg.	b.	110	b.	38
Indos Def. H.K. Reg.	b.	110	b.	110
Shells	n.	80/-	s.	78/9
Ferries	n.	101	b.	101
Water-boats	n.	16½	n.	16¼
Refineries.				
China Sugars	n.	405	sa.	405
Malabon	s.	46	s.	46
Mining.				
Benguet Consol.	n.	P. 3.20		
Kailan	b.	70/-	b.	71/-
Langkats Combined	n.	x. Rts. 18	n.	18
Raubs	s.	5	n.	4.80
Tronohs	b.	44/-	b.	44/6
Ural Caspians	s.	10/-		
Exploration New Issue	n.	3½		
Docks Wharves, Godowns &c.				
H.K. Wharves	b.	212	b.	213
K. Docks	b.	177 sa. 176	sa.	167
Hongkew Wharves	b.	194½		
New Engineerings	n.	6½	n.	6.80
Shanghai Docks	n.	93	s.	93
Lands, Hotels & Buildings.				
H.K. Hotels (cum rts.)	b.	24	s.	24
Do. (New) Prem.	s.	23½	s.	23
H.K. Developments	sa.	1	s.	1.10
H.K. Lands	b.	117	sa.	116½
H.K. Realty	b.	2	b.	2
H.K. Territories	n.	1¾	n.	1.80
Humphreys Estate	b.	23½ s. 24	b.	23½
Princes Bldg.	b.	150	n.	150
Cotton Mills.				
Ewo Cottons	n.	10¾	s.	10.40
Orientals	n.	3½	s.	3.30
Shanghai Cottons Old	n.	50	n.	50
Shanghai Cottons New	n.	25	n.	25
Miscellaneous.				
Canton Ices	n.	8¼	s.	8¼
Cements (cum rts.)	n.	20¼	s.	20
Do. (New) Prem	b.	5	s.	5¾
Cements (Combined)			s.	25
Ropes (Combined)			b.	62½
China Light Old	b.	17¾	sa.	18¼/1½
Do. New	sa.	12	sa.	12
China Providents Old	n.	17	s. sa.	16¾
Do. New	n.	5.10	s. sa.	5¼
Constructions	s.	6	s.	6
Dairy Farms	b.	27¾ sa. 28	n.	27½
Der A Wing (f.p.)	n.	10	n.	10
" " (p.p.)	n.	2½	n.	2¼
Electrics H.K. Old	b.	43¼	sa.	43½
Electrics Macao	n.	38		
Hongkong Ropes Old	n.	19.60	b.	20
H.K. Ropes (New) Prem.	n.	7	n.	7
Hongkong Tramways	b.	42¾	s.	42½
Lane Crawfords	b.	18¼	n.	18
Mackintosh	n.	22½		
Peak Trams Old	b.	20	b.	20¼
Peak Trams New	b.	4½	b.	4¼
Sinceres	b.	13½	b.	13.60
Taxis	n.	4¼	b.	4.10
Watsons	b.	sa. 26	n.	27¼
Wm. Powells	s.	15		
Nanyang Tob.			s.	15
China Buses	n.	$10¼		

Hongkong, September 6, 1923.

BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st August, 1924, as certified by the Managers of the respective Banks are:

	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China,	$10,445,897	$8,000,000
Hongkong and Shanghai Banking Corporation	$7,894,098	$9,000,000
Mercantile Bank of India, Limited, ...	1,360,471	540,000
Total	$19,700,464	$18,540,000

Sterling Securities deposited with the Crown Agents valued $1,070,500.

Securities with the Crown [illegible] and Straits Government [illegible]

Securities with the Crown [illegible] $190,000.

HONGKONG STORM SIGNAL CODE (Local).

Revised on 1st June, 1920.

DAY SIGNALS.

SIGNAL.	SYMBOL.	MEANING.
1.	(Red)	A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2.		Gale expected from the North (N.W. to N.E.)
3.		" " " South (S.E. to S.W.)
4.		" " " East (N.E. to S.E.)
5.		" " " West (N.W. to S.W.)
6.		Gale expected to increase.
7.		Wind of typhoon force expected (any direction).

Signal No. 7 will be accompanied by three explosive bombs, fired at intervals of 30 seconds at the Water Police Station and repeated at the Harbour Office.

The signals will be lowered when it is considered that all danger is over.

The Day Signals will be displayed on the Exchange mast at the Royal Observatory, at the Harbour Office, H.M.S. Tamar, Green Island signal mast, the flagstaff on the premises of Messrs. Blackhouse and Kerbess Wharf and Godown Company at Kowloon, the flagstaff on the premises of the Hongkong Ice Company at Lai-chi-kok, and the flagstaff near the Field Officer's Quarters at Lyemun.

NIGHT SIGNALS (LAMPS).

1.	2.	3.	4.	5.	6.	7.
WHITE	WHITE	GREEN	GREEN	WHITE	GREEN	RED
WHITE	GREEN	WHITE	GREEN	WHITE	GREEN	GREEN
WHITE	GREEN	WHITE	WHITE	GREEN	GREEN	RED

The Night Signals will be displayed, at sunset, on the Exchange mast at the Royal Observatory, on the tower of the Railway Station, on H.M.S. Tamar, and on the Harbour Office flagstaff. They will have the same signification as the day signals.

Signal No. 7 will be accompanied by explosive bombs as above, in the event of the information conveyed by this signal being first published at night.

SUPPLEMENTARY WARNINGS.

When local signals are displayed in the Harbour a CONE will be exhibited at the following stations:—

GAP ROCK	SAU KI WAN
WAGLAN	SAI KUNG
STANLEY	SHA TAU KOK
ABERDEEN	TAI PO

to notify the fact to native craft and passing ocean vessels.

Further details can always be given to ocean vessels, on demand, by signal from land stations.

CHINA SEAS STORM SIGNAL CODE.

(Operative in Hongkong from the 1st June, 1920.)

1. The Signals are made by means of certain Symbols, each corresponding, for certain purposes, to a number:—

2. The Signals are hoisted at the yard-arms and masthead of the "Storm Signal Mast" on Signal Hill, Kowloon and have the following general characteristics:—

Typhoon and Continental Depression Signals.

(a.) 4 symbols at one yard-arm showing the position of the centre from [illegible]
(b.) 2 symbols at the other yard-arm showing the direction of motion and other certain characteristics (see Tables Nos. 1 and 2).
(c.) 1 symbol at the masthead showing the time the warning was issued by the Royal Observatory (see Table No. 3).

Gale Signals.

(d.) 1 symbol at one yard-arm showing the region threatened (see Table No. 4).
(e.) 2 symbols at the other yard-arm showing the general direction of the wind (see Table No. 5).
(f.) 1 symbol at the masthead showing the time the warning was issued by the Observatory (see Table No. 3).

The two upper symbols of group (a) indicate by their corresponding numbers the latitude, and the two lower symbols the longitude of the centre of a circle of specified size within which the centre of the typhoon or depression lies. The symbol for longitude gives the units and zero only; thus, if latitude is 17, longitude 120, the symbols are 1 7 0.

The two upper symbols of group (b) indicate the direction in which the typhoon is travelling (see Table No. 1) or, alternatively, certain conditions of the typhoon (see Table No. 2). The lower symbol of group (b) indicates the radius of the circle whose centre is shown by the latitude and longitude. This symbol may also indicate degree of intensity. In the case of a continental depression it indicates (but it is rare) and the corresponding latitude and longitude is the centre of an isobar even situated (see Table No. 3).

Caution.—It should be clearly understood that the position indicated by the latitude and longitude signalled does not purport to be the position of the centre of the isobars. It indicates merely the centre of a circle of a specified radius within which the centre of the typhoon is believed to lie.

Table No. 1.—Direction Signals.
Two upper Symbols of hoist.

These indicate the direction in which a typhoon is travelling or the direction from which a gale may be expected.

Table No. 2.—Condition Signals.
Two upper Symbols of hoist.

Table No. 3.—Radius and Intensity Signals.
The lowest of three Symbols.

Table No. 4.—Time Signals.
Single Symbol at masthead.

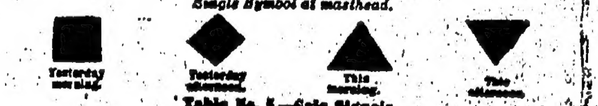
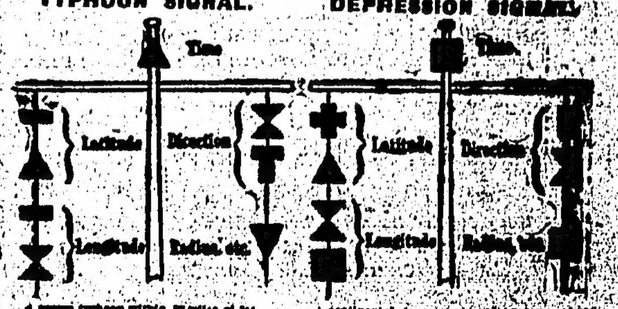
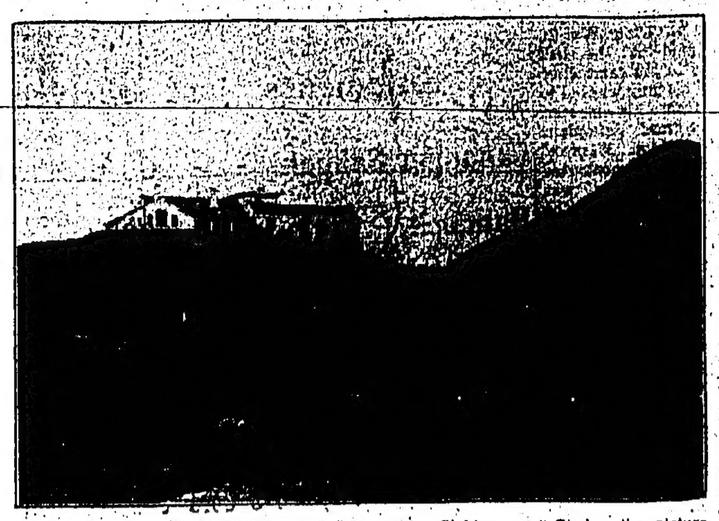


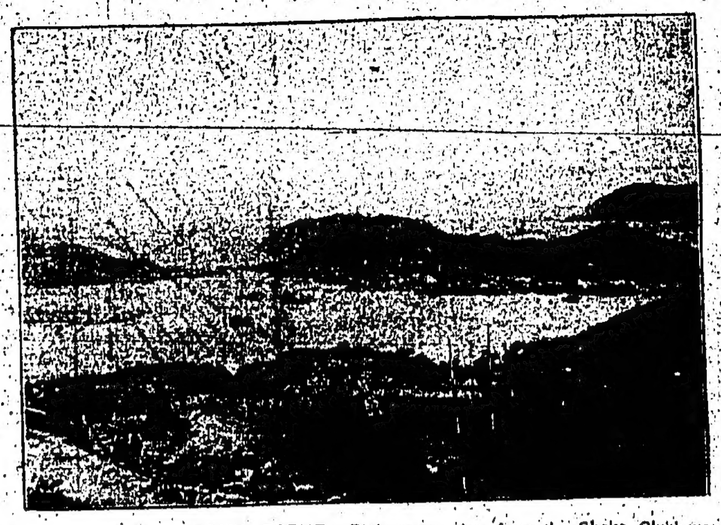
Table No. 5.—Gale Signals.
One Symbol at yard-arm.



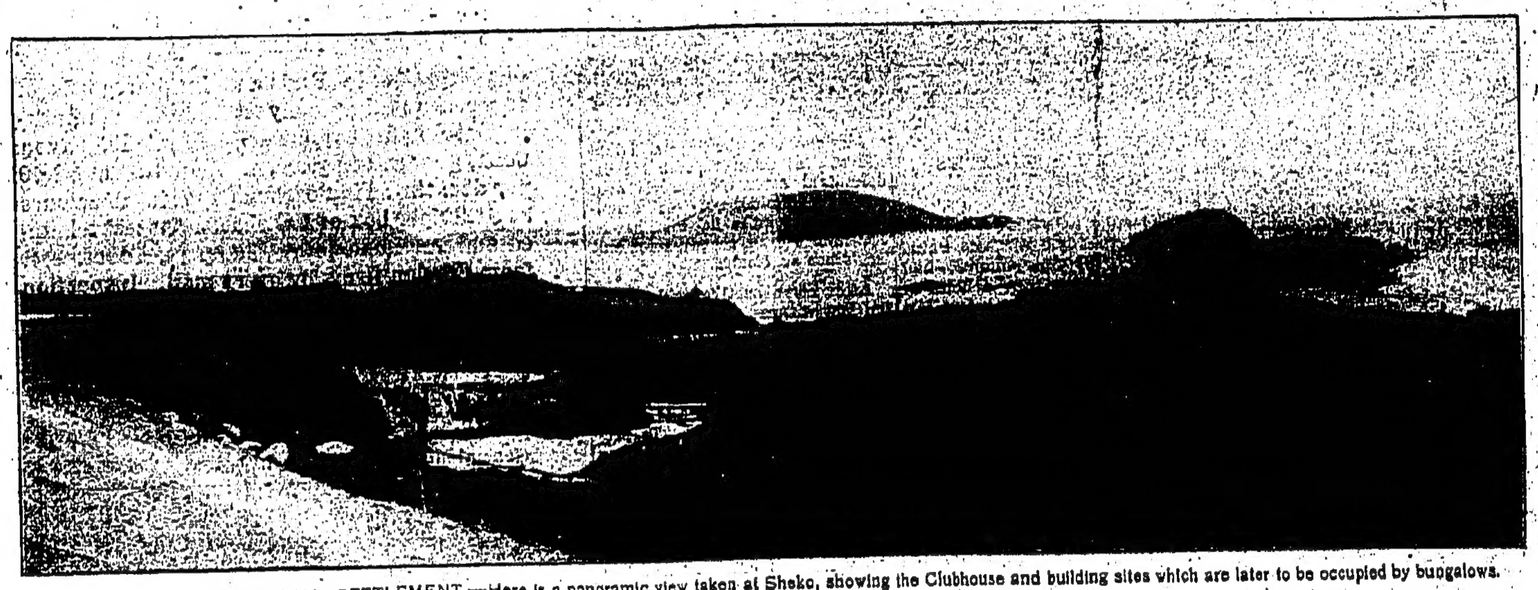
CAMERA NEWS



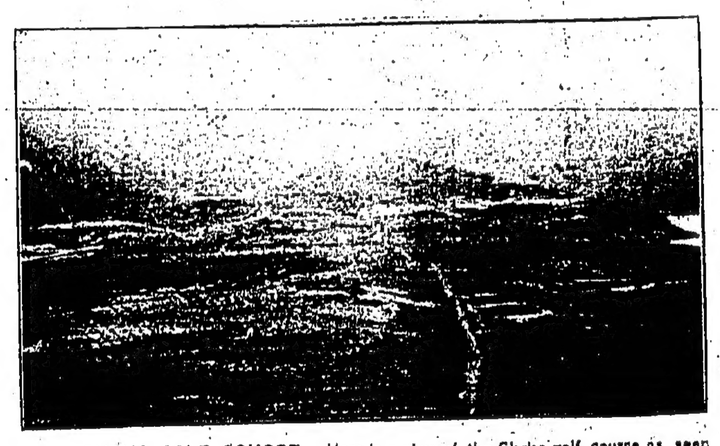
SHEKO CLUBHOUSE.—This shows the Clubhouse at Sheko, the picture being taken from the golf course. (Photo: Ming Yuen.)



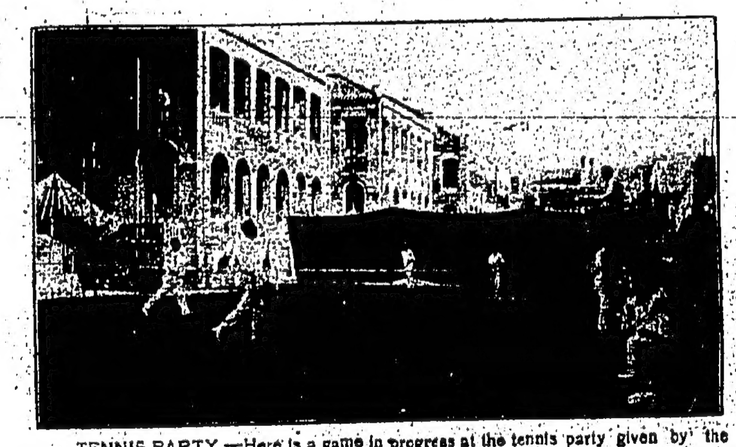
A PICTURESQUE SCENE.—Picturesque view from the Sheko Clubhouse verandah. (Photo: Ming Yuen.)



THE SHEKO RESIDENTIAL SETTLEMENT.—Here is a panoramic view taken at Sheko, showing the Clubhouse and building sites which are later to be occupied by bungalows. (Photo: Ming Yuen.)



SHEKO GOLF COURSE.—Here is a view of the Sheko golf course as seen from the No. 1 tee. (Photo: Ming Yuen.)



TENNIS PARTY.—Here is a game in progress at the tennis party given by the M. B. K. Mess at Kowloon in honour of the return of Mr. T. Honda, the Colony's champion. (Photo: Ming Yuen).

RECENT WEDDING.—This group was taken at the wedding of Mr. J. R. Way and Miss C. A. Marsh, at St. Andrew's Church, Kowloon. (Photo: Mee Cheung).

GOLF CHAMPIONSHIP.—Here are seen Mr. A. H. Ferguson (left) and Mr. A. B. Stewart, the well-known stalwarts of the Royal Hongkong Golf Club, playing in the Happy Valley Championship, which was won by Mr. Ferguson. (Photo: Mee Cheung)

TOPEE-CAL SKETCHES.

DAVIS CUP.

AUSTRALIA WIN DOUBLES.

Boston, Sept. 5.

In the Davis Cup Competition, Patterson and O'Hara Wood (Australia) defeated Lacoste and Brugnon (France) by 6-4, 6-4, 6-2.

The Frenchmen won the toss, but the Australians broke through Lacoste's service in the fifth game, securing a lead which they never relinquished.

The Frenchmen battled fiercely in the second set, breaking through Patterson's service in the sixth game, but the Australians' magnificent volleying and dazzling placements triumphed.

All four showed nervousness in the third set, but Patterson obtained control early and soon secured the match, the Frenchmen failing to make any serious impression, despite their frantic efforts.—*Reuter's American Service.*

LAUNDRY DISPUTE.

THE MAGISTRATE'S ADVICE.

The case in which a Chinese claimed that the Li Yue Shing Laundry, of Shamshuipo, had failed to return four articles of clothing again came before Mr. E. W. Hamilton, at the Kowloon Magistracy this morning.

His Worship said he did not consider that the case came under the larceny section under which the summons had been taken out, but complainant had a strong case if he took out a summons under Section 65 of the Magistrates Ordinance. He advised defendants to pay the complainant $20; that was a suggestion, and not an order.

The present summons was dismissed, and the defendants expressed their willingness to pay complainant the sum mentioned.

TALKS ON NICODEMUS: III.

By the Rev. G. R. Lindsay, M. A.

"The wind bloweth where it listeth, and thou hearest the sound thereof, but canst not tell whence it cometh or whither it goeth, so is every one that is born of the Spirit".—St. John, 3, viii.

The stern logic of facts compelled Nicodemus, honest man as he was, to admit that the old way of dependence upon the fulfilment of certain duties as the entrance to the Kingdom was false. He was prepared now to recognise the necessity of the new birth. But, like many others since his day when getting glimpses of truth, he began to hedge with another question "How can these things be?". The question of Nicodemus is one we may well ask to-day. How can a man be changed when his habits are formed and his purposes are set? How can a man of mature years be changed in temper and manner and speech? How can his tastes, desires and ambitions be transformed? How can he be made to think differently, to act differently, to feel differently? How can he be delivered from life-long habits and made free to serve God and his followmen? "Can the Ethiopian change his skin?" Where is the power adequate for such a change? Who can effect this moral miracle? Nietzche, or Bernard Shaw, may talk of one who, by his own inherent will-to-power shall rise superior to his circumstances. But it is easy to to talk of this super-man. Can they produce him? That is the question.

Jesus did not say how this wonderful change could be effected, but He did state *who* could bring it about. If the great necessity is a new man, the only one who can produce him is the Holy Spirit. He appeals to our thought and will and conscience. He re-creates us by the power and love made known to us in the Death and endless Life of Jesus Christ. The Spirit of God breathes like the gentle wind upon our spirit and if we yield to its pressure the work is done. Mysterious; aye mysterious as the wind, but the fact is as clear as the day that when a man does repent and turn to God, sin loses its sweetness, he is delivered from the life of self-righteousness, or of no righteousness at all, and enters upon the life which is life indeed. There is something in us which responds to the working of the Spirit which neither absorption in business, excessive social pleasures, nor complacent satisfactions arising from material comforts can ever wholly quench. "Feelings lie buried that Grace can restore."

Nicodemus came by night and it was probably morning when he left. If the sun had not risen in the heavens, a greater light had risen upon his soul. Law and Love had striven in earnest contest and Love had won. This Ruler cried, like Julian of a later day is reported to have done, "O Galilean, Thou hast conquered." Nicodemus trusted Jesus. Who is this standing in a hostile Court taking the part of the Nazarene, "Doth our law judge any man before it hear him?" Who is this bringing spices and myrrh for the sacred body done to death? In both instances it was the man who came by night. Nicodemus saw the Truth, and accepted Christ, and he was born again. You and I, who to-morrow begin a new week may like him begin a new life also.

RATTAN WORKERS QUARREL.

A WOUNDING CHARGE.

Before Mr. E. Hamilton at the Kowloon Magistracy yesterday afternoon, a rattan worker was charged with wounding another rattan worker at No. 53 Laichikok Road on the 18th August.

The complainant, Wong Wai-fu, giving evidence said that he had a friend working in the same shop as defendant. This man wanted to borrow a mat from his master. After getting the mat defendant took it away from him. Witness' friend, Li Chan-luk remonstrated and told defendant that he was only borrowing the mat from the master and it was none of his business. This occurred on the first floor of No. 53 Laichikok Road, in the front room shortly after eight on the morning of the 18th August.

After that, both the men had a quarrel and witness told them not to fight. He was then attacked from the rear by defendant and a number of others. As he could not put up a fight he ran away. Whilst witness was on the staircase defendant stabbed him in the back with a knife.

Witness noticed that the defendant had himself been wounded. The two fokis continued the chase after the complainant with a piece of wood, while defendant stayed on the staircase and shouted to the two men to refrain from assaulting him further as he had already been stabbed.

An inmate of the floor said that she saw Li Chan-luk stab the dedefendant after the quarrel over the mat. She did not see defendant with a knife in his hands. The man who stabbed defendant had since absconded.

After corroborative evidence of the last witness, his Worship said that he could not convict on the evidence given. He thought that the defendant inflicted the wounds but was not quite sure and would give him the benefit of the doubt. He would be discharged. To prevent both parties from having another fight his Worship bound them over in a personal bond for $100 to be of good behaviour for six months.

OIL POLLUTION.

Eastern Ports Suffer.

The following letter to a Singapore paper will be of special interest to Hongkong: "Sir,—It is disgusting to think that people have to be done out of an hour's enjoyment" through oil. On Sunday the bathing "pagar" at Keppel Harbour was polluted with crude oil, rendering all bathing useless and much to the annoyance of several bathers.

There is an "Oil Pollution of Harbours Act" in England. Is it in force at Singapore? If so it should be used and not kept on the shelf.

Not only does it annoy bathers, but also shipmasters, as their vessels, get into a filthy state with oil clinging to the vessels' side."

TEASERS

Foreign Coins

The drawing shows four foreign coins, from the following countries: A, England; B, Italy; C, Denmark; D, France. Each coin is made of silver and is about the size of a United States twenty-five cent piece, or a little smaller. The last three represent the standard unit of coinage in their particular countries.

Look the coins over carefully, then see if you can name them. This "teaser" will be "checked" tomorrow.

Yesterday's Teaser.

The air-line distances, in miles, from Washington to the various capitals, are as follows: 1. Nashville, 567. 2. Atlanta, 483. 3. Augusta, 528. 4. Indianapolis, 496. 5. Lansing, 466. 6. Concord, 411. 7. Columbus, 398. 8. Albany, 317.

To choose 1 (Nashville) is exceptional. 2 is very good; 3, good; 4 or 5, average; 6, fair; 7 or 8, poor.

AN ALPHABET OF HONGKONG

T IS FOR TURF-ITE;

He's head of a Hong.
Being due for retirement.
He won't be here long.

EASTERN DANGERS.

Where Parents Should Be Alert.

We consider it a public duty, albeit an objectionable one, to draw public attention to a nauseous case which was heard in the Mixed Court, says the *North China Daily News*. A Chinese cook in the employ of a European gentleman was sentenced to one month's imprisonment for exposing indecent pictures to a little girl, the daughter of his master, aged four and a half years. The child was between his knees and he was engaged in drawing those pictures when fortunately the master of the house appeared on the scene. The cook took up a carving knife, whereupon his master hit him under the chin and disarmed him, subsequently taking him to the nearest police station. In the course of the case it was stated that he had had similar trouble with a coolie, whom he had also thrashed and kicked out of the house. Many parents in China, particularly those new to the country, are dangerously lax in the watch they keep on their servants and children, and it is in the hope of awakening the attention of these that we mention a case which, in ordinary circumstances, we would gladly not publish.

SHARE MARKET.

SHANGHAI QUOTATIONS.

Messrs. Ellis and Co. have kindly supplied us with the following cable quotations of Shanghai stocks from their Shanghai office:—

Langkats (comb.)—Tls. 16½, buyers.
Ewos. — Tls. 10¼, buyers.
Shanghai Docks.—Tls. 92, buyers.
New Engineerings.—Tls. 6½, buyers.
Orientals. — Tls. 3, buyers.
Shanghai Cotton. — Tls. 47, buyers.

IDEAL DRIVING.

HOW TO ACHIEVE IT

Mr. H. Massac Buist writes as follows to the London *Observer*:—

Shall we ever arrive at an era of universal faultless driving of vehicles? For the practical mind to contemplate the attainment of any ideal in the abstract is generally to entertain forebodings of utter failure. Yet in this case the practical road to achievement is made abundantly simple, thanks to the action taken recently by the National "Safety First" Association, which has drawn up a series of quite simple rules which the Press can present throughout the length and breadth of the land and which, if observed would eliminate the accidents due to faulty driving

This is no occasion for comment, but rather for condensation, a point that has been observed right admirably in the drawing of these rules under six heads, the first of which advise the driver always to drive with his eyes open and his wits alert: in other words, to be unfailing in his attention, to cultivate road sense and to remember that more accidents are due to carelessness and thoughtlessness than to ignorance. He should also use common sense.

The most important rule of the road is "Safety First," which, it is observed incidentally, results in the observance of courtesy on the principle of driving yourself always as you would wish others to drive, proceeding carefully, considerately, and cautiously.

In this connection it is dangerous and discourteous to take corners on the wrong side; to cut in, or to cut things too fine; to assume that the road is clear; to overtake at corners, bends, crossroads, road junctions, just before street refuges, or anywhere without the certain foreknowledge of a clear road ahead; to turn into or out of, a road except dead slow; to drive so that you cannot pull up clear of any possible danger; to assume your warning signal is heard even though no notice is taken of it; to descend hills too fast; to force your way through groups of persons boarding, or alighting from, tramcars; to drive too close to, or fast past other road users; to leave a car on a bend, or anywhere where it may constitute an obstruction to other traffic; and to reverse unless you know that all is clear.

On the other hand, it is courteous and considerate to keep well to the left; to overtake only after making sure that the road is clear and after giving warning; to listen for warning signals from the rear and signal on overtaking traffic if the road ahead is clear; to use your horn with discretion; and to exercise special care in passing all animals.

Under the heading of control you should keep yourself and your vehicle always in safe driving order, being completely master of the machine. Do not drive if you are not physically fit to do so; inspect your vehicle frequently; keep the brakes and steering gear always in faultless condition; keep all your lamps in good order; and never leave your vehicle unattended unless it is fully secure.

You should always anticipate danger. Do not imagine that people—children especially—or animals can be trusted always to do the sensible thing. Be prepared for anyone else on the road to do the wrong thing. Beware of pedestrians stepping suddenly off the footway; do not drive fast past schools or through populous spaces; be specially careful when driving on tram lines, or on greasy or cambered roads; do not apply brakes suddenly or violently, except in cases of extreme emergency; learn how to correct a skid; beware of following other vehicles too closely, especially tramcars; beware of vehicles turning suddenly out of their line of traffic; and remember always that main road traffic has not right of way over other traffic. I would add, however, that you must not assume that by-road traffic has right of way over main road traffic.

Learn, give, and obey the recognised traffic signals. Do not slow down, stop, turn or cross to the wrong side of the road without endeavouring to show your intention to following traffic by giving the recognised signal. The mere giving of a signal does not entitle you do obstruct other traffic. Always look out for the signals of the drivers of other vehicles in front of you. Always look out for and obey promptly, police signals, and always pay attention to road warnings.

Last, but by no means least, obey the law in letter and in spirit; and let your policy be ever, "Safety First."

FUEL ECONOMY. GADGETS.

SCHEME WHICH MIGHT REPAY INVESTIGATION.

You know the old story Capt E. de Normanville says about the motorist who fitted so many fuel-saving gadgets on his car that he found the petrol tank overflowing every time he got to his journey's end. How many of these gadgets are genuine, and how many are—well, shall we say founts of optimism?

If you apply that very rare attribute—Common Sense—to the problem you can readily appreciate that it is easier to make claims than to prove them. For example, there are umpteen gadgets alleged to save anything from 25 to 50 per cent. of the petrol consumption of the over-popular Ford.

With pocket money coming in at a rate computed to be about a quarter of a million sterling per week, it would appear probable that the astute Henry would sit up and take notice if such gadgets literally and beyond quibble did make his cars so much more valuable. But up to the time of going to press I've heard no rumours of any such activity on his part.

THE BEST COMPROMISE.

And 'tis just in that way that we come down to the bed rock of common sense. As with most other things in the anatomy of a motor-car, petrol consumption is a matter of compromise.

I would gladly undertake to effect a saving of 20 per cent. in the petrol consumption of any standard model car. But I should not be prepared to guarantee that the owner would be happy driving it afterwards. You can't eat your cake and have it—externally, at any rate!

And it is just the same with petrol. The car manufacturer provides what he considers you will consider a happy medium—the halfway house between economy dictates and the loss of driving pleasure.

There is nothing easier than to improve the fuel economy, but it takes a really clever man to do so without introducing some offsetting defect.

And that is the question—and the rub; whether it be wiser to go on as you are, or chance your luck in the fitting of one of these gadgets. If they make an appeal to you—well, try them by all means. They're usually not too expensive, and in some cases they are quite good, and the people who fit them like them.

WATER INJECTION.

There is one philosopher's stone type of stunt in this connection which I personally believe could be proved worth while as a standard job of work. And that is the use of water vapour sucked in or injected in conjunction with the gas mixture.

We know what water can do in the shape of steam, and as we have to waste so many heat units from the explosion of the gas to keep the engine cool enough for lubrication problems, it always seems that there should be scientific provable possibilities in the water vapour idea.

If we can successfully "flash" the water into steam, or otherwise vapourise it and mix it in due proportion with the gas, then we could increase the compression ratio and concurrently produce less "pinking" effect.

We must of course—just, no doubt, as some of you are already thinking!—take adequate care that such water vapour cannot "deposit" so as to rust our engine or adversely affect lubrication. It is my belief that that is possible.

What is such a commonplace affair that we are predisposed to think "agin it" as a source of real gain in such a connection. But one day, methinks, we shall live to learn differently.

STRIKING ENGLISH BODY.

An English car recently completed has a body which is very striking. It is made of aluminium, painted smoke blue, with polished wings, disks and bonnet. The inside is fitted throughout with heavy black and silver brocade, fitted armchairs, and a luncheon table completely equipped which closes into the side of the car. The body is so light that the eight-cylinder 26 horse-power chassis on which it is mounted can do 60 m. p. h. fully loaded. Disk wheels are used. Small lamps are set on the guards, which act as "softeners" for the large lamps set close to the radiator. The effect is exceedingly speedy from front to rear.

A WASH BASIN.

At the back of his car, Mr. E. G. Epeneter, of Omaha, has fitted a wash basin. When he stops on the roadside for a picnic, he can take the lid off the basin and enjoy a wash. We wonder what next!

MISCELLANEOUS MOTOR MATTERS.

NEWS FROM HOME.

The Daimler Company has built a limited number of 57 h.p. chassis of the type four examples of which have just been supplied to the King for his new carriages. Messrs. Stratton-Instone, of 27 Pall Mall, has secured the entire output of this type, the bodies for which will be built by Messrs. Hooper and Company, who have supplied the coachwork for the King's cars, which have Rotax engine starting and lighting sets.

An improved verson of the "Austin Seven model is now on the market, fitted with wider doors, rendered possible by the lengthening of the body, which provides additional room for the occupants of the rear seats. The back part of the hood is higher.

The Vaux-hall four-wheel braking scheme is now standardised on the 23/60 h.p. model, which is listed at £725 the chassis, or £925 as a touring car, complete with "Kington" body. This is a reduction of £25 compared with the cost when four-wheel brakes were supplied as an extra. The braking action is balanced automatically, and is not affected by frame or spring deflection, nor by the steering movements. Adjustments for wear are made externally and are of the simplest kind, the system being the same as that standardised on the 30/98 h.p. model.

Owing to the removal of the import duties, the new prices of Willys models with Knight double-sleeve valve engines are as follows:—five-six seat British-built touring model, £445; four-door saloon, with British-built coachwork, £595; and three-quarter landaulette, with British-built coachwork, £595.

Much interest is being evoked in motor circles by the news that Mr Frank W. Shorland has accepted the position of commercial and general sales manager of Messrs. Clement Talbot, of which firm he was managing director for fourteen years until his retirement from the trade on selling out his interests to his two fellow directors at the end of the war. His return is particularly desirable at this period in the history of the industry of the country, and he has the advantage that so fine a series of models has never been offered by the firm as is now on the market. His energy and unique influence with agents is just the thing needed to give the enterprise full scope. Mr. Shorland is known to old cyclists as the invincible long distance rider and has had a great reception at the Talbot works when reappearing among the operatives.

The motor car industry employs 2,750,000 workers.

British motor cycles have recently secured many big successes Overseas. In the Hungarian T. T. Races, British machines won the 250 c.c., the 350 c.c., and the 500 c.c. classes. In the Swiss Grand Prix the two most important events were both won by British machines. In the Spanish Grand Prix a British motor cycle was first in the 500 c.c. class. In Germany, a rider of a British P. & P. motor cycle has swept the board at the principal hill climbs. On the last occasion, he not only won in the 350 c.c. class, but made the fastest time of the day for all classes. In the Jydsk Motor Grand Prix in Denmark, over a distance of 1,200 kms., the winner rode a 2¼ h.p. Royal Enfield two-stroke machine, while second place was filled by the only other entrant on the same make, in this case, a 2¾ h.p. Sports model. In Japan, first and second places in the Tokyo Grand Prix went to riders of the A.J.S., and the same marked success attended the same make in the 350 c.c. Championship of South Australia. In South Africa, in the Durban-Johannesburg Race over dirt tracks and mountain passes, the rider of a Sunbeam was the winner, and four machines of this make finished among the first nine and secured first prize in the Team Event, in which another team of British machines was second.

TESTING MOTOR CAR DRIVERS.

Psychological Tests Made.

STEADY HANDS AND EYES

Chicago—Psychological tests now tell what automobile drivers will do in an emergency, Mr. Richard E. Kropf, Supreme Regent of the Royal Arcanum, pointed out in a safety address here. The fraternal expert on accident prevention cited experiments performed in the laboratories of the Yellow Cab Company, Chicago, to determine whether or not an applicant for a driver's position was qualified for the post.

"It has been proved that some types of individuals cannot drive cars," declared Mr. Kropf who has been instrumental in spreading the doctrine of accident prevention among the 125,000 members of Royal Arcanum in 1,300 councils of the United States and Canada. "Psychology is now picking these men out when they seek employment from large corporations employing drivers. The result means elimination of the 3 per cent. of all drivers said to cause practially all of our automobile accidents.

"The first tests are similar to those used in the United States Army. Then follow tests for steadiness of hand and eye, colour reactions, sound reactions and experiments tending to show the general alertness of the prospective driver. A driver in this illustration is being tested for steady nerves.

"Another test employs a device consisting of an electrical apparatus mounted on a table in a darkened room. Pedals correspond to the clutch, brake and gas accelerator of an automobile as well as the hand control switch. The applicant is seated before the table and told to plug in wires at a small keyboard. Without warning, a loud buzzer is set off, together with several brilliant rays. The nerve-fear reactions of the man at the keyboard indicate what he would do in case of sudden danger while at the wheel."

The Royal Arcanum has assumed an internal safety campaign as part of its "public duty," Mr. Kropf announced. It has no other purpose save that of conserving the lives of its members by teaching accident prevention principles.

MOTOR CONTESTS BRING PROGRESS.

THE EFFECTS OF RACING.

New York, July 15—Some conception of the relation of track racing, hill climbing contests and reliability to the progress of the automobile is given in the latest report of the contest board of the American Automobile Association, just made public.

No less than fourteen racing events, commencing July 4, are sanctioned by the contests board, while several import-events, including the Indianapolis race have been run off recently. It is pointed out in the American Automobile Association report that under the strict rules of the contest board such events are doing more to hasten progress in automobile design and reliability than any other single agency.

According to the report, the 12½-mile climb up Pikes Peak at Colorado Springs, September 1, will be one of the notable events of the year, though the 250-mile speedway event at Altoona, Pa., on the same day will vie for first place in the motoring public's interest.

"The contest board," declares Thomas P. Henry president of the association, "is one of the most important feaures of the American Automobile Association. Its work should be followed closely by all organized motorists, for the results of races conducted under its exacting rules and regulations presage coming trends and developments in automobile design and use.

STRAIN UPON ENGINE.

"The average motorist may not know, for instance, that it is a requirement of all stock cars admitted to such contests that on taping or winding on electric connections, etc., water, oil or gasoline connections shall be allowed. When one considers the strain placed upon an engine by reason of high speed over course or up hill over mountain climb the meaning of such a requirement is clear. The large number of manufacturers claiming vibrationless power plants is one result of this.

"There is a healthy rivalry among drivers for the highest number of championship points, and it should be noted by motorists that in addition to skill such points depend upon safe and clean driving. Foul play in driving disqualifies a contestant.

"A list of championship points to date show Corum in first place with 555 points to his credit. Coopre with 535 points is running a close second, while Fengler is running third with 500. Murphy has 295 points chalked up, Hartz 280. Wohderlich 250 and Hill 170 Milton shows but 50, Vail 32, Byer 10 and Durant, 5, but the season is still young and the situation may be quite different when the remainder of the important events have been run off.

HIGH RACING STANDARDS.

"The standards of racing in America are indeed high, under the rulings of the American Automobile Association It is one of the most important features of American motoring for, as the facts become known, the general will absorb ideas from the race track just as the manufacturers have done and are doing. For instance, despite the nervous tension and physical hardships imposed upon contestants, no intoxicants are permitted during events.

"The referee of any Three As racing event has the right to disqualify any driver whose car appears to be unsafe. The principal officer of the contest has the right to prohibit any physically unfit driver or mechanic from entering or continuing in a race.

"Fair play in contests is not merely urged, but enforced. Disqualification for violation of the rules of fair play in driving cuts down championship points. The motorist in a sanctioned racing event has to prove himself a safe, desirable and courteous driver before be can expect to win any laurels or skill. It would be a splendid thing if all drivers in ever-day motoring would be oblized to qualify for such points before considering his motoring honourable and successful."

FORD WORKS FOR LONDON.

500 CARS A DAY FROM A THAMES FACTORY.

Twenty-one years after starting his world-wide motor business, Mr. Ford is now going to build motor-cars in London.

The Ford Motor Company (England), Ltd., have acquired a site of more than 300 acres on the north bank of the Thames at Dagenham, and there a great factory is to be built in order to supply Europe with Fords.

Ten thousand British workmen are to be employed—more than three times the number engaged at the works in Manchester—and the factory will start off with an output of 500 cars a day.

"The minimum rate for all labour at the new works will be 3s. an hour—higher than the union rates for any unskilled labour and most skilled labour, too, in this country."

"Three shillings an hour absolutely," said Mr. Jenkins, the Ford director in England, recently.

3s. AFTER TWO MONTHS' PROBATION.

"This minimum rate will be paid to every employee, however elementary his duties, immediately after a two months' probationary period. We can do it."

The site at Dagenham is considered admirable for the construction of works. The land is partly reclaimed and partly agricultural on the edge of the river. A railway runs through it, there is a canal adjoining, and the river at that point is good for navigation. Docks and wharfs are to be established as part of the main scheme.

There the ships will arrive with material and parts for the ubiquitous Ford, and the finished product will be dispatched to all parts of the Continent. Good roads north, west and east will scatter processions of Fords to British customers.

"It is time for us to make a move here," said one of the Ford principals.

"The Ford organisation has come of age, and last month the ten millionth car took to the road.

"The annual sale in Great Britain has reached 40,000 cars and trucks a year, and our extension in England is entirely due to the profits turned by the British business.

"To-day the English Ford car is practically 100 per cent. British labour and material."

CARS FOR BRITISH TASTES.

The new factory will principally produce models in accordance with British tastes, ideas and conditions. There will be the two-seater, the touring car, the coupe, the Sedans—these with lower frames for British roads, right-hand drive, and so on.

NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

BLOW YOUR HORN.

DRIVERS SHOULD BE CAREFUL TO WARN PEDESTRIANS.

Always sound the horn when there are pedestrians in the way, even if you do not want them to get out of your way. Even if you are creeping along and giving them every chance to cross there are some people who would have heart failure at the sight of you bearing down upon them. Pedestrians expect to be horned out of the way. If they hear your warning they'll be less surprised when they see your car, and they'll be much more inclined to notice that you are giving them the right of way.

Keep your eyes on the road is good advice, but not the whole story. A careful driver keep his eyes on the sidewalk, as well, sometimes looking there first. Half the pedestrian accidents coulds be avoided by clothing the trouble as it first develops. This applies to side road vehicle traffic as well. What a driver sees out of the corner of his eyes he is not likely to see in print under accident reports.

Observing the performance of various cars on steep hills is not always conclusive. With the throttle wide open an engine will make sufficient noise to deaden other sounds from a car which may be evidence of various defects. The better plan is to observe the cars when they are getting a running start of the hill. It is surprising in a test of this sort to note the striking difference in the running ofvarious makes. The only caution is to be sure to base your conclusions on averages rather than individual cars. The human equation must also be taken into considerable.

Underground stands for taxicabs are suggested for relief of congestion in New York.

CONCENTRATION IN DRIVING.

ACCIDENTS TRACED TO LACK OF ATTENTION.

Concentration as a requirement of motoring was never more prominently featured than in the recent discovery that the majority of automobile accidents occur when drivers do not have their minds on the job.

Analysis of accident statistics is showing that there is an excess of trouble developing within a few minutes after the driver has taken the wheel. Prior to this, it is pointed out, the general opinion has been that most accidents occurred when drivers were tired, or after they had been driving so many consecutive hours as to become careless.

The new turn of affairs seems to prove that the biggest safety idea of the moment is for each driver to get his mind on his driving the moment he takes the wheel instead of waiting until something startles him into concentrating on the job.

This is demonstrated by a situation that is common to motordom. Almost every driver has experienced it. You start off in the car rather light-hearted and more or less irresponsible. About five minutes later something almost happens. It brings you to your senses with a jolt. You say to yourself, "Say, old man, this is a pretty important job—this driving a car over public roads and streets. Get down to business!"

The trouble is that too many people get down to business when it's too late. The present movement in the interests of concentration represents a plan to educate the average driver first to a sense of the importance of his job, and, second, to the necessity for putting his mind power to work the moment he takes the wheel.

As some have put the problem, "The mind, the whole mind and nothing but the mind."

It's a far bigger subject than appears on first thought. It isn't just a matter of taking one's driving too seriously, or of trying to make a lot of work out of what many experts find to be a very simple job. It's a matter of using the mind intelligently.

Some people get brain fag driving, so wasteful are they of mind power and so reluctant to know the facts that would make the way easy. Others rely upon reflex actions, instincts and the possibility that the other drivers on the street will know what to do in an emergency. Both types are said to complicate matters and make motoring unnecessarily hazardous.

THINKING ABOUT DRIVING.

By "mind power" in motoring the exponents of this idea mean, for instance, that a driver must be thinking about his driving even when he is not at the wheel. When he is taking the car out of the garage he should be making certain inspections of the car that will satisfy him that when he puts his best mental faculties to work later the machine will be able to respond.

A driver who gives his driving serious thought will be observing enough to profit by watching traffic from some advantageous point. He will note what mistakes others make, and will put himself in the position of those who are faced with unusual driving problems. He will not merely gasp when some one else has a close call, but immediately try to seek the cause and—mentally—apply the remedy.

One motorist has this matter so well in hand that he can decide what another driver should do when something goes wrong. He is able to see another car start to skid and decide instantly what the other driver could do to forestall trouble. Naturally it means much to himself in the way of safety. With this sort of practice a solution of his own problem would come more or less automatically. At least it would require very little groundwork for much of his concentration is being done in advance.

It seems that concentrating on driving in advance is the keynote of the subject. It explains why some people can jump into their cars and drive off without the slightest bit of trouble, while others will get struck by a passing car the moment they start turning out of a parking space.

When a man takes the wheel of his car and turns out of his parking space without first looking around to see that the road is clear it is a foregone conclusion that he has not been thinking in advance. It may be several minutes before he will be fully aware that he is handling an essentially dangerous vehicle, and he will be lucky indeed if he escapes being reminded of the matter to the tune of an accident or a collision.

Majority of night accidents, it is contended, occur not because drivers are tired but because they give so little attention to the job of handling the car. Their minds are on the frivolous thoughts of evening entertainment, parties, dances, songs, cafes and theatres. They tell themselves that there are fewer cars on the streets and that there is less need for caution. Mind power sinks to such a level that they are unable to cope with the most elementary problems. They drive off the road, fail to consider the possibility of curves, are caught napping when another machine darts out a side street and are at a loss when a sudden stop is demanded.

A SIMPLE TEST.

Observers have noted that more motorists disregard traffic signs and regulations at night than at any other time, and it is not because they do not see so well. Most of those who get into such trouble finally confess that they weren't thinking about regulations.

An interesting experiment will show any driver just how important mind power is in the operation of an automobile, particularly the matter of concentrating on the subject in advance, of actual handling of the car. Try this:

Drive up near the entrance of a busy hotel some noon hour and sit at the wheel of the car for five minutes. Select a location where view through the windshield will reveal the activities of traffic at a complicated street intersection. Think only of traffic and imagine yourself the man at the wheel of each car you see.

It may make you nervous, but that is part of the experiment. If you keep your mind on the traffic you will find that five minutes of it will be just about enough. You will see dangers you never before considered. Others will seem to be "getting by" out of sheer luck. And you will be wondering whether you will be capable of driving your own car as well.

Then picture yourself coming out of the same hotel some day with a party of friends, your mind on everything but driving. You will be somewhat startled to realize that a large percentage of your driving is done without your motor mind on it.

EMERGENCY REQUISITIES.

There are certain emergency essentials that should be carried on every car, and the following should be in the car of every motorist, in addition to the regular tool kit equipment:

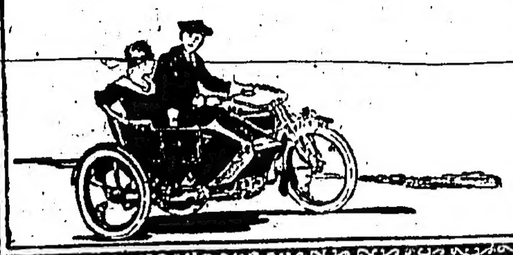
Some kind of folding water bucket for refilling the radiator.

A tyre pump. With the aid of a good pump much tyre trouble and the ruining of tubes by driving them flat may be avoided.

A spark plug socket wrench. Many drivers carry extra plugs, but no good wrench to remove the damaged plug and insert the spare.

A set of tyre chains. The dangers of slippery roads and heavy mud will be reduced to a minimum if chains are applied when needed.

A pair of pliers. These will be found very useful in opening vacuum tanks, tightening bolts, and in making adjustments to the engine.



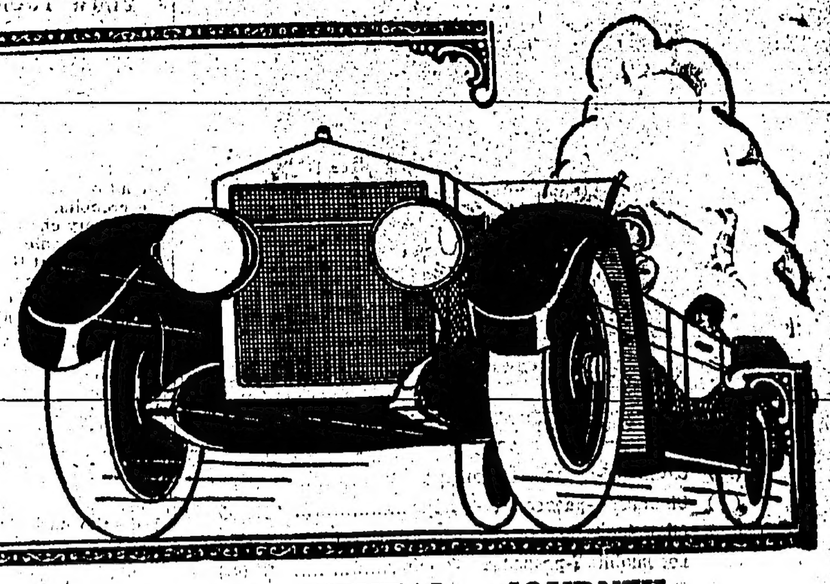
MOTORING SUPPLEMENT

OF

THE HONGKONG TELEGRAPH.

SATURDAY, the 6th. September, 1924

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

The motor cycle accident in the New Territories on Saturday last, as a consequence of which a Japanese rider was sent to Hospital, was due to the cyclist running on to a heavily sanded stretch of roadway and skidding in consequence. This is by no means the first accident that has arisen out of the sanding of our roads and not the first time we have had ocassion to comment on the matter. But the Roads Department of the P.W.D. is notoriously indifferent on this subject, as its failure to remedy its methods bears witness. Surely it is time official cognizance was taken of the indefensible practice of heavily sanding roads which have been newly made up or tarred. A certain amount of sand is required, but the excessive use of sand is highly dangerous and ought to be stopped.

• • •

There is a very distinct lesson to be gained out of the unfortunate fatal motor bus accident which took place on the Kowloon City Road recently and into which a Coroner's enquiry was held this week. It was proved that a spring had been fitted to the steering apparatus, the intended effect of which was to assist the driver in bringing his wheels back to normal after turning a corner. The actual effect was to make steering very much more difficult and lead to the knocking down of a woman who later died. It was stated by a Government motor expert that the fitting of the spring was very undesirable and the jury added a rider to the effect that the attachment should be prohibited by law. The moral of the whole matter is that our public hire vehicles are not examined as frequently by the police as they should be. Under the new Regulations the police have all the powers they want, but it is pertinent to ask "Have they enough men to do the job?" With the growth of motor buses and taxicabs there is enough work to keep four or five expert examiners wholly employed, and the sooner the staff is made adequate to public needs then the better will it be for the travelling public as well as for motoring in general.

• • •

By a Reuter's telegram to reach us on Friday morning, it was learned that the retail price of the standard brands of motor spirit has been reduced by 3½d. per gallon in Britian and Ireland, this bringing the price down to 1s. 7½d. per gallon. In Hongkong to-day, the retail price is 2s. 4½d per gallon, or 9d. per gallon more than at Home. The disparity is now even greater than when we commented on this matter a fortnight ago, the difference now being as high as 3s. on four gallons. Isn't it about time Hongkong's price was due for a fall?

• • •

Kowloon residents will welcome the extension of the taxicab service to the Peninsula. The new garage next to the railway station was opened for business at the beginning of this month, and on Wednesday there appeared the first batch of taxis for the Kowloon service. These were plying for hire on Thursday, and already the public is giving the service its patronage. It was very interesting to watch the crowd of rickshaw men who gathered round these vehicles on Wednesday—realising, no doubt, that a new form of business rival had appeared.

• • •

Whilst on the subject of taxis in Kowloon, we would like to express the hope that the taxicabs are not going to be allowed the use of the footpath outside the garage. On Thursday afternoon, the writer saw four taxis parked on the sidewalk, taking up practically the entire width of the pavement. There is precious little room for pedestrians at this spot and their right to the sidewalk ought to be respected.

• • •

Motor car owners and especially motor cyclists are warned of the very bad condition of the road between Shaukiwan and the Tytam Catchwater. This stretch is in course of repair but great care should be taken not to travel fast as big pot holes and deep ruts (due to subsidence and heavy traffic) are extremely dangerous just at present. Motor cyclists travelling along this road at night ought to ride with special caution.

• • •

The following have joined the Hongkong Automobile Association since the last list was published:—

G. E. Ahwee
Mok Man Chu
W. O. Lambert
H. S. Best
V. Walker
Colbourne Little

• • •

In connection with the sanding of roads, referred to above, it is timely to issue a warning to motor cyclists not to round corners quickly on which sand has been spread. Many an unreported spill takes place on sanded corners, and although the road repairers are primarily at fault for putting down so much it is also partly the fault of motor cyclists themselves that so many falls take place. A sanded corner should be rounded very slowly, no matter whether one is climbing at the time or not. Better to change gear and go up slowly and safely than up on top gear and come to grief half-way up or round the top corner. Until the ways of our Roads Department alter for the better motor cyclists must ride with extra care.

• • •

Whereas but a few years ago, motoring was looked upon mainly as a luxury for the wealthy, it is fast becoming within the reach of folk with moderate incomes. To Henry Ford must be given the credit for solving the problem of the "cheap car", and the millions of "Fords" in use to-day, testify to the great popularity of motoring. Many people however, are quite content to purchase a second-hand car providing they can obtain some assurance that they are not buying trouble instead of pleasure. There is always the feeling that a car which has seen a few years service is discarded by its owner on account of the fact that it is worn out. While in many cases that may be quite correct, there is no reason why a second-hand vehicle should not give satisfactory road service. In this respect a word of praise for the "Dragon Used Car" business, is not out of place. This enterprising firm has realised the prejudice which exists against used cars, and set itself out to prove that the man of limited means can procure a thoroughly reliable machine at a reasonable figure—far below the original cost. True, it is not to be expected that a car which has already seen service would appear as fresh and attractive as one direct from the factory, but after all that is only of secondary importance as long as the engine can be thoroughly relied upon. We have heard much favourable comment from people who have been able to take up motoring as a result of the facilities offered by the Dragon Company, and it is because of this that we are pleased to pay tribute to this particular local enterprise.

MOTOR GRAND PRIX.

ENGLISHMAN GETS FIFTH PLACE.

In the race for the Grand Prix de l'Europe, France, Britain, America, and Italy were represented by 22 machines. The distance was just over 506 miles. The result was:—

1st, Compari (Alfa Romeo 2), 7hrs. 5min. 34sec.

2nd, Divo (Delage), 7hrs. 6min. 4sec.

3rd, Benoist (Delage 2), 7hrs. 19min.

The leading Englishman was Segrave (Sunbeam 2), who finished fifth, his time being 7hrs. 28min. 56sec.

Lee Guinness (Sunbeam 2) gave up when he had done about half the distance.

217,000 MORE MOTOR-CARS IN GREAT BRITAIN.

More will have to be done in the way of making new roads and in repairing old ones at Home than hitherto if the increase in the number of motor-cars continues, says Sir Henry Maybury, general roads director of the Ministry of Transport.

Last year there were 217,000 motor vehicles in use in this country, "pleasure cars showing an increase of 25 per cent., and motor vehicles of all classes an increase of 17 per cent."

RACE LOST AT 103. M.P.H.

THREE WORLD'S RECORDS BROKEN BY ONE MAN AT BROOKLANDS.

Victor Horsman (Triumph) broke three world's motor-cycling records at Brooklands recently with the following speeds:—

Class D.—Five miles flying start: 94.11 miles an hour.

Ten miles standing start: 89.44 miles an hour.

Class C.—Five miles flying state: 92.82 miles an hour.

In the 14-mile handicap for previous winners, C. F. Temple averaged 103.5 miles an hour and accomplished one lap at 107 miles an hour, but could only finish third. Horsman was first with an average speed of 90.06.

MOTOR-CAR MANUFACTURER'S LUCK.

London, Aug. 18.

M. André Citroen, the motor-car manufacturer, won £37,500 at the Deauville Casino last night and in three quarters of an hour's play before dinner won a further £16,000.

MOTOR CYCLES AT WEMBLEY.

AN INTERESTING DESCRIPTION.

The display of cycles and motor-cycles which occupies a most interesting niche in the Palace of Engineering at Wembley, constitutes an excellent portrayal of popular types. With no stand attendants to render the art of salesmanship, the machines can be scrutinised at leisure, and such is the "nakedness" of the motor-cycle, that the fine workmanship of the producers is laid bare.

The collection of machines shown may be accepted as indicative of the present-day manufacture, for all the *desiderata* of the British motor-cycle are there. There are machines whose design is obviously inspired by the demand for simplicity and cleanliness of lay out; there are others which represent the ultra-modern in constructional and mechanical design.

Immediately obvious to the layman is the fact that high grade finish is general and not the peculiar or particular asset of any one machine. The craftsman, the real mechanic, may see at a glance that such thoroughness also obtains in design and workmanship.

A Variety of Types.—Although the display is not thoroughly representative it is remarkable for its variety. One may walk along the aisles which are flanked by the machines and ponder the fact or the desirability of uniform convention.

Obviously we have not reached finality of design, but we have reached a very high standard of efficiency along different channels. There are single cylinders of all sizes, two, and four stroke. The same obtains with twins. Even among the sporting mounts one sees such widely different models as a water-cooled twin and a four-valved four-stroke single-cylinder. And on all of them is there evidence that comeliness is the handmaiden of utility. There is a tendency, for example, to taper the petrol tank to the rear from a very wide front. By this means ample capacity is provided, appearance is undoubtedly enhanced, and the riding position is improved.

The Solo Machines.—The display of solo machines embraces all types, from the miniature motor-cyclette, a product born of a demand for a cheap and reliable touring machine over moderate contours, to high powered and speedy models which, unquestionably, are the fastest of all road vehicles. In between are the models which are and always will be, the backbone of the industry. These are the touring mounts, the no-trouble go-anywhere and economic motor-cycles of which it has been said that they represent the most masterly work of British engineering. They are the supreme motorcycles of the world and they are suitable for conditions wherever a wheel may turn.

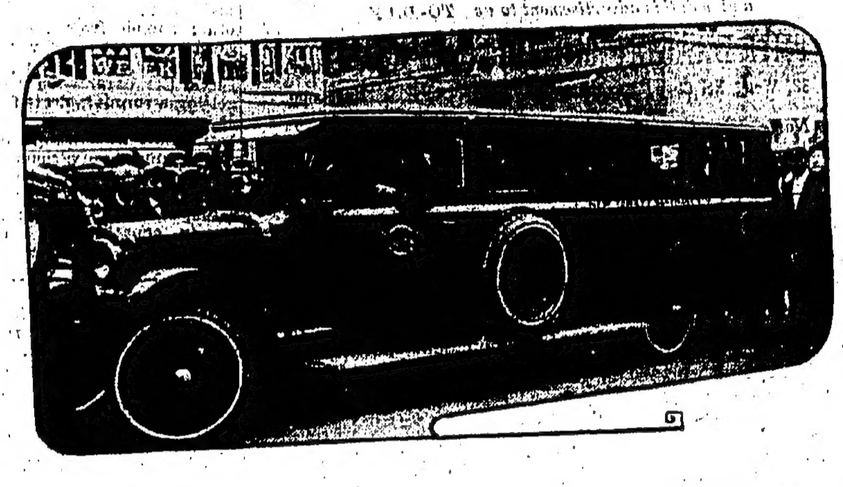
To-day the typically British machine, that is to say the all-chain driven, three-speed mount of sturdy lines, with adequate ground clearance, and large tyres, has won recognition in all motor-cycle consuming countries, as the pre-eminent mount, a claim substantiated by the excellent examples to be seen at the British Empire Exhibition.

The Sidecars.—The range of sidecar machines shows that Britain is still in the forefront. There are big twins whose high power are well adapted to rough conditions. Without exception, tyre adequacy obtains and there is invariably a spare wheel neatly housed on the passenger attachment. All weather finish is dominant and ample mudguarding obtains. It is recognised that conditions which call for a wide power reserve also call for strength in construction and one sees that the big engines are installed with due regard to this fact. There are several moderate-powered sidecars shown and these too are featured by structural strength. Performances over "Colonial" sections of important road trials and durability in long distance events such as the Six Days' Trial prove their absolute suitability to meet conditions obtaining in Empire countries. One notices with pleasure the general adoption of the full equipment policy and most of the models shown are ready for the road. Because of this the consumer not only obtains accessories which, because they are fitted by the manufacturers may be regarded as worthy of carrying their reputations, but also enjoys the advantage of possessing suitable equipment. The ugly effect produced by accessories which do not harmonise with the machine is entirely eliminated.

The Bicycles.—The bicycles are magnificent. They are silent sentinels which tell an eloquent story of progress. There are many who assume that the bicycle has come to the end of its tether so far as evolution is concerned, and that finality has already been reached. The bicycles at Wembley show that such is not the case for they are handsomer machines than any of their predecessors and they incorporate innovations such as roller bearings. One magnificent production, finished in gold and silver plate which, in places, has been lavishly chased and whose handle bar grips are of ivory, is a glorious example of British workmanship. It is the admiration of all.

TRANS CONTINENTAL JOURNEY.

Across America in Motor Bus.



The new trans-continental bus as it started from Times Square, New York City.

Another covered wagon is blazing a new trail across America.

Instead of being a prairie schooner of the Roarin' Forties, it is a motor bus of the busy Fifties of Broadway, where America's automobile row begins its stretch from coast to coast.

In the wake of this machine may come a new method of trans-continental travel in which one will be to go to the nearest cross-roads, hop into a bus, and continue onward in comfort until they reach San Francisco or New York.

For Mr. Dave Fassett, veteran autoist, is bent on showing the nation that it can be done. He is driving the bus that is making the first trip. With him are two passengers. But on subsequent trips he expects to have a car full.

The car is tricked up with the latest conveniences. There is a lounge room, and a smoking compartment—

"Just like in a Pullman," say the passengers.

And the trip may be made cheaply. For the whole bus, according to L. R. Anderson, of the company that built it, sells for only $5100.

No attempt will be made for speed on this first trip—just comfort and a demonstration of the practicability of the idea.

The full route will cover:

New York, Albany, Buffalo, Cleveland, Toledo, South Bend, Chicago, Minneapolis, then over the northern route through North Dakota, Montana, on to Portland and south to San Francisco.

Then if the passengers want more of a ride they can continue on the same way back.

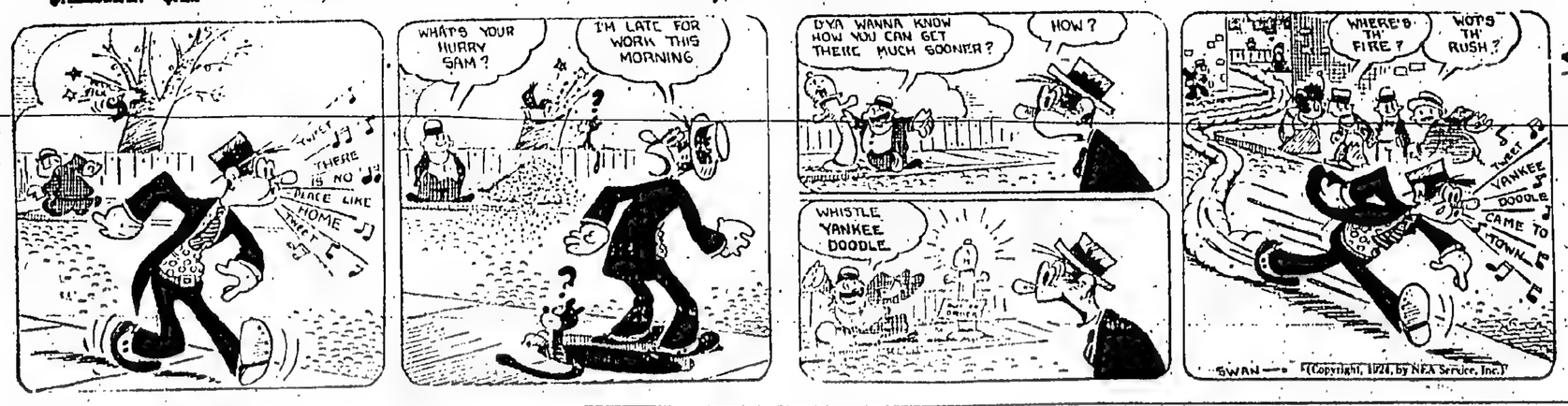
The permanent establishment of such transportation is conjectural. Automobile experts are divided among themselves on the possibilities of such development.

Some believe that motor transportation should be made supplementary to railroad transportation linking up those towns which are off the main lines. Others believe that the motor bus or truck may supercede the rail lines.

Whatever the result, this trip marks a new era in transportation—if only as an experiment.

A PAGE FOR THE KIDDIES.

SALESMAN SAM — **Lucky Sam Can Whistle** — **BY SWAN**



MOM'N POP — **A False Alarm** — **By Taylor**

BOOTS AND HER BUDDIES — **Where Do We Go From Here?** — **By Martin**

WASHINGTON TUBBS II — **By Crane**

FUNNY STORIES.

VERY HARMLESS.

Diner (angrily to waiter)—You've spilled that soup all over my coat.

Waiter.—It's all right, sir. I know the soup here; it never stains after six o'clock.—*Jack-'o-Lantern.*

NOM DE PLUME.

"Waiter, what is this on the bill?"

"Bungalow fluff, sir, at 40 cents a portion."

"But what is it?"

"Formerly cottage pudding, sir, at fifteen."—*Judge.*

UNBIASSED DECISION.

Voice over telephone—Sir, I'd like to have your daughter's hand in marriage.

Father—Who is it talking?

Voice over telephone—That's all right—yes or no?—*Judge.*

SMOOTHER FINISH.

She—Since our engagement has been broken off, I will return the comb and brush set.

He—Why?

She—It will make parting easier.—*Ohio State Sun Dial.*

ANOTHER SUIT.

Magistrate—Have you appeared as a witness in a suit before?

Witness—Yes, of course.

Magistrate—What suit was it?

Witness—My blue serge.—*Tit Bits.*

CHEAPEST THING.

"Courtin's mighty expensive," said one man to another. "My girl wants to go to the pictures and dances. What am I to do."

"The same thing I do," said the other. "Meet her inside."—*Tit Bits.*

THE REAL TRUTH.

Hale—I understand he commands a good salary.

Brown—No, he merely draws it—his wife commands it.—*Answers.*

A MATTER OF SPELLING.

She: They say the moon has an influence on the tide.

He: Yes, but more on those who are not tied.

PROUD HUSBAND.

"So you let your husband carry a latch key?"

"Oh, just to humor him. He likes to show it to his friends to let them see how independent he is—but it doesn't fit the door."—*Passing Show* (Lodon).

INCONSIDERATE.

Friend—I suppose thee 're kept purty busy diggin' graves?

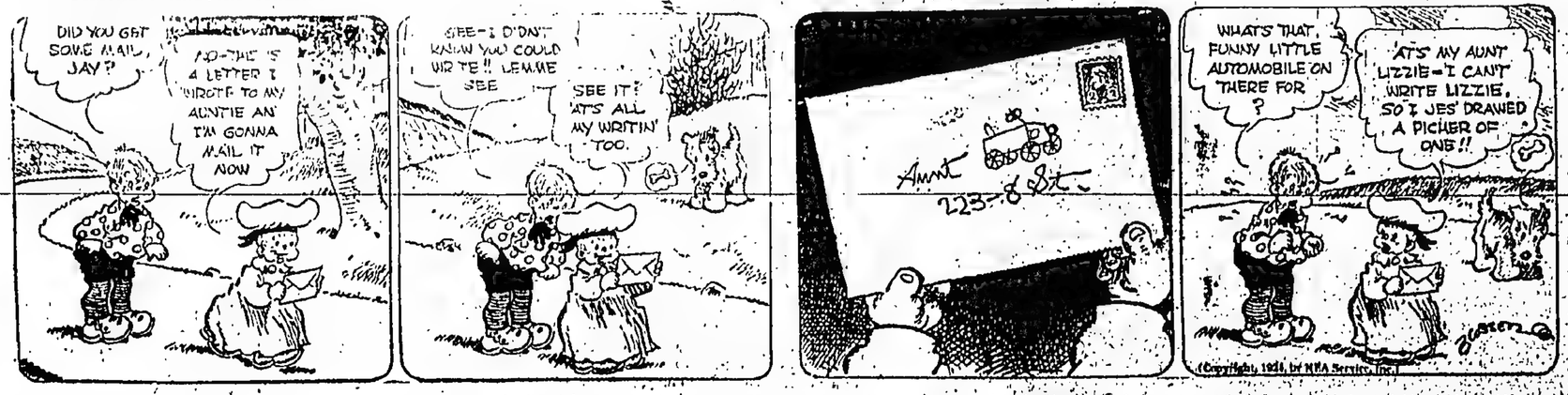
Sexton—Sometimes I am, and sometimes I ain't. The trouble os people won't die regular.—*Sydney Bulletin.*

CLEVER PRISONER.

Judge—Are you trying to show contempt for this court?

Prisoner—No I am trying to conceal it.—Georgia *Yellow-Jacket.*

FRECKLES AND HIS FRIENDS — **Jay Makes It Plain** — **BY BLOSSER**



WOMEN'S INTERESTS

A beautifully beaded evening frock of lacquer red embroidered in steel beads. The square neck tends to enhance the effect of youthfulness, and in this fashion we see a hint of the return to its natural position of the waist-line that has been wandering about for a long time.

OSTRICH PLUMES.

Ostrich feathers are to be found on early all Paris evening gowns. In the form of great wheels it decorates hems, sides, waistlines and sleeves of dresses. Long scarves of ostrich plumes are carried with chiffon gowns. It is very smart to match the feathers with the gown, though some charming effects are often obtained by using ostrich plumes of a contrasting colour.

CHARMING GOWN.

Here is a heavy banding of lace combined with a light, open Chantilly variety. They meet on a charming dinner gown of white crepe. The sleeves and the skirt ornament which the model is all but concealing with her hand are made of rows of black velvet ribbon.

FASHION NOTES.

The gown of figured silk, intended for afternoon or evening wear, is frequently clouded by an overdress of thin chiffon following the exact pattern of the gown. This imparts a certain subtlety impossible without toning down the pattern and colour.

• • •

A very deep oval filled in with tucked crepe or net is one of the popular necklines of the moment.

• • •

The crystal necklace of square-cut beads is frequently wound twice about the neck.

• • •

An unusually attractive sash is made of a combination of orange, silver, black and brown ribbons.

THE BEST OF EVERYTHING.

Though we sometimes employ this phrase "the best of everything" disparagingly when speaking of extravagant people, it is nevertheless a good motto.

There is no virtue in the inferior. Some women feel quite a glow of self-righteousness in wearing harsh materials which crease easily and have little durability. They do not realise that in spending the few shillings more, which in many cases they could afford, on cloth for their dresses, they would be improving their own economy as well as adding to the comeliness of life generally. No woman ever felt her happiest, best self in clothes that carried a hint of the shoddy.

We should train ourselves to know the best, by sight and by touch. Never, in a mood of sham superiority or of "sour grapes," should we decry what is essentially excellent. It may not be for us, and certain it is that it will never be for us, if we do not give it its due. Those who faithfully prefer the best, the best has a kind little wap of blessing eventually.

Blessing? Perhaps the word seems inappropriate in connection with material things.—But have you never felt the silent benediction of a beautiful building, even of a living room that is perfectly right in its atmosphere and in every detail?

Of course, we have to be very sure about what is the best in everything. Only sometimes is it the most expensive, and the "most expensive", considered merely as such, is quite the worst thing in the world. Rarely is the best the most elaborate and frequently it is the simplest.

This sleeveless frock of white marocain has a cape of the white marocain and the skirt is made with loose points each side. Its sole trimming are roses of green batik silk. The parasol is very originaly when it is closed it is carried on the arm just like a doll would be.

THIS WEEKS RECIPE.

ORANGE FLIP.

One-half cup orange juice, 1 egg, 2 teaspoons sugar.

Beat yolk of egg with orange juice and sugar. Beat white of egg until frothy and beat in orange juice. Pour over crushed ice in a glass and serve with a sprig of mint.

PLEATS AND LACE.

The frock pictured combines a heavy cut work that is used for yoke and sleeves with Val ruffles in its use of laces. The frock itself is finely pleated and of rose crepe de chine. The low waistline that points upward towards the centre panel is unusual. Covered buttons from yoke to hem are also an attractive feature.

TO-DAYS BEAUTY NOTE.

To obtain slender ankles, give them an alcohol rub at night and then wrap them in crepe bandges as tight as can be worn with comfort. Start by passing the bandage twice round the instep, then bring it gradually up, leaving at each turn a third of the bandage uncovered, until you fasten it off about five inches above the anklebone. If persevered in for a week or two, this treatment has a wonderful effect.

STOCKINETTE LINGERIE.

Stockinette is perhaps, the most popular material for underwear at the present moment. It is so light, both cool to wear and a protection from chills, and extremely easy to wash at home.

Complete sets of lingerie, from vests to petticoat-slips, are now made of woollen, artificial silk and silk stockinette. Some specially designed for the purpose is sold by the yard in tubular form, so that it is only necessary to hem the garments at the top and bottom.

The chief difficulty experienced by the home worker is in the cutting out. Stockinette is terrible stuff for stretching. The simplest plan is to run a tacking close to the line of cutting out before commencing to do so, and not to remove the stitches until the seams are done.

Make your stockinette petticoats so that they may be worn back to front on alternate days. This will prevent that bagginess at the knees to which the material is liable becoming apparent.

Through its stretching proclivities stockinette often "drops" with wear and slips and petticoats are sometimes found to have become inches longer, and the hems need taking up.

Examine the garments for signs of fraying and "ladders," and arrest this damage before it is too late. Stockinette "undies" should be mended by careful darning, and when there is a large hole, a backing of net, on to which the edges may be drawn into shape before the darn is begun, is the neatest and most enduring method.

When washing these garments, leave them to soak in warm soapsuds for an hour or so to loosen the dirt, and then squeeze and move them up and down in a fresh supply of warm lather until they are clean enough to pass through two lots of lukewarm rinsing water.

FORMER SHANGHAI RESIDENT PRESENTED AT COURT.

At their Majesties' Court held at Buckingham Palace on June 27, Mrs. Campbell-Heathcote, nee Miss Mary Brandt, was presented by her mother-in law, Lady Eva Heathcote. Mrs. Campell-Heathcote is a sister of Mr. W. Brandt of Messrs. Brandt and Rodgers, Ltd., and lived in Shanghai until 1911 when she went home to England and there married Colonel Campbell-Heathcote.

Black velvet parasols lined with a brilliant rose colour lining are said to have another advantage besides protection—they cast a rose tint over the face which is more flattering than any known rouge.

SEWING HINTS.

Never wind artificial silk into an ordinary ball. It will quickly become entangled. Wind the silk about a piece of cardboard cut the shape of a Maltese cross.

• • •

It is well worth your while to keep your needles bright and free from rust. Therefore stick them through silk or cotton, or best of all, through chamois leather. But never put them through flannel for this rusts them.

• • •

When binding "on the cross," sew by hand, and don't attempt to machine the material, for, in the hands of the amateur, it will drag.

• • •

If you are making loose covers for the chairs and couches try using a cross-way piece instead of the usual piping. It will look just as well and takes about half the time it needs to insert a cord. This is also still more easily stitched in place.

GAY COLOURS FOR THE NIGHT.

It is only in the evening that black is no longer worn very much. Evening colours are light, with white or rose-colour predominant. Cloaks are gorgeous affairs of metal tissue, or brocade with ostrichfeather collars, and on very warm nights they are replaced by embroidered shawls. The most beautiful of these are the Chinese, which, at their best are lovelier than any cloak could possibly be—they are more like opals or rainbows or moonbeams than mere mortal wraps.

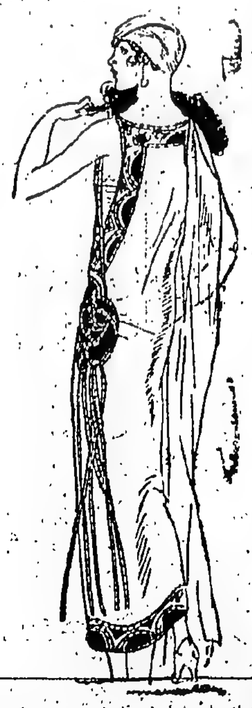
For garden parties sand colour is being used tremendously. A great many lace frocks are being made, the lace usually being combined with exactly matching crepe de Chine or georgette. For quite young girls exquisitely fine white embroidered linens and muslins have taken the place of last year's organdie.

A CURTAIN TINT.

Those who are tired of tinting their casement curtains the usual creamy yellow should try a combination of cream tint and blue bag in equal proportions. The result is a cool holland shade, delightful for the summer, and also giving a pleasant change from the more ordinary colour.

Let each curtain soak in it for at least half an hour, and as each curtain is placed in the tint add a little more cream and a little more blue bag.

VERY ORIGINAL.



This frock chooses long, sedate lines of Greek simplicity on the right to contrast with Oriental glitter and subtlety of line on left, to make it unusual. Crystal beads, inlay of velvet on poudre blue satin back crepe, with matching Georgette for the drapery, all go into the making of the frock.

RADIO NOTES AND NEWS.

Use of Batteries Being Eliminated.

Batteries, including the A B and C types, are nearing the end of their usefulness, says a New York message.

Instead, inventions are popping up to replace these local power sources with coils or other instruments for attachment to the electric wiring in the home.

Ever since radio became popular, inventors have been busy on some method for transforming the 110-voltage alternating current supplied for home use into the direct current of variable voltage needed for receiving sets. A British invention claims to have accomplished this, in part, with the design of a new type of receiving circuit.

In this country, two recent inventions point to the death of batteries in the near future. One is a small device which permits the use of alternating current to light the filiments of radio and audio frequency amplifying tubes.

It cannot yet be applied to detector tubes, although efforts are being made in this direction. The hum and distortion ordinarily accompanying A. C. current is said to be eliminated by the use of this device.

Another invention is designed to take the place of all batteries by plugging in on the house electric line. It is called a thermo-former, since it operates on the thermo-electric principle, and is to be produced by a well-known New York manufacturer.

It can operate filaments or plates or both, on any number of vacuum tubes. No hum or buzz is noticeable.

WORTH LEARNING.

How To Speak By Radio.

Speaking to a microphone is an art distinct from all other forms of public speaking, avers Mr. Wheeler McMillen, associate editor of *Farm and Fireside* who's tried it.

"The resonant quality of voice plays a big part through the microphone," says Mr. McMillen, "but resonance is only half the secret of effective broadcasting. Some voices, gifted with a clear, sharp, vibrating quality, are changed by the microphone to a series of incoherent blurs."

For effective broadcasting, he adds, use short sentences made of simple words. "If long sentences are used, make them compound. The beginning and ending of a paragraph should be made of short, pithy sentences packed with thought.

"A monosyllable with a long vowel is harder to pronounce sharply than a syllable with a short vowel. Listeners in cannot see the periods by radio; the speaker must make them evident.

"The sentence ending must never be ragged. Words are clearest and most easily pronounced that end in sharp consonants."

NMW "RECORD."

Listening-in with Crystal Set.

London, Aug. 12.—A listener-in at Algiers heard the B. B. C. at Chelmsford on a crystal set.

This is stated to be the world's record on a crystal set.

MODERN AGRICULTURE.

Tips for Farmers by Wireless.

From the beginning of October the British Ministry of Agriculture has arranged with the British Broadcasting Company to issue from their headquarters in London a regular fortnightly bulletin containing information designed mainly to assist and interest agriculturists and others concerned in the land and its cultivation.

About fifteen minutes will be taken up by each fortnightly message, which will deal briefly with the main tendencies of the chief markets, will offer observations on such matters as the methods employed in current agricultural practice, and will include a short talk on some special seasonal topic. This talk will be prepared with a view to its being of interest not only to the agriculturist but to others of the larger public who live in the towns.

ETON BOYS HOLIDAY.

Eton College when it broke up for the summer holidays had, at the request of the King, an extra week's holiday in honour of the recent Royal visit to the College Chapel. The boys return to Eton towards the end of September.

OBJECTION TO "COLOUR"

Because there was a coloured seaman on board, James Kelly, trawler cook, refused to sail. Charged at Hull, he said he would sooner go to gaol than sail with a coloured seaman. He had lived in British Columbia, where coloured men were kept in their place. Kelly was fined £3, the magistrate stating that this was a decent British subject.

DOCTORS' FEES AT INQUESTS.

The Public Control Committee of the London County Council recommend, as from September 1, the discontinuance of payment to medical officers of hospitals controlled by the Metropolitan Asylums Board, workhouses, poor law infirmaries, general infirmaries, prisons, and other medical institutions of a public character for making post-mortem examinations and giving evidence at inquests held in the County of London. It is estimated that there will be a saving of about £1,500 a year.

IT'S THE STATIC.

Radio fans, not only in Hongkong, are blaming everything on the static. It's in a fair way to become the national alibi.

ECCENTRIC LADY.

Curiosity About Prince Regent.

A foreign lady of about forty, attired in black, was ordered by the Fukushima police to leave the prefecture recently because of her curious behaviour. Simultaneously with the arrival of the Crown Price and Princess at Okinashima a week ago, says the *Yamato*, a foreign lady made her appearance there and made it a practice by day and by night to take walks near Prince Takamatsu's villa, where their Imperial Highnesses are staying. She is apparently a missionary, but she refused to disclose her name or the object of her visit to Okinashima. The only information the local police succeeded in getting from her was that she is a German. Thinking it undesirable to have her loiter about the place, the local authorities ordered her to leave, but on the afternoon of the 10th instant she reappeared. She got a peep into the inner grounds of the Imperial villa, and then went away. Soon afterwards she again appeared. While she was hanging about the place, she was caught and ordered to leave the prefecture. Under close police watch, she left Okinashima by train on the 10th at 7.50 p.m.

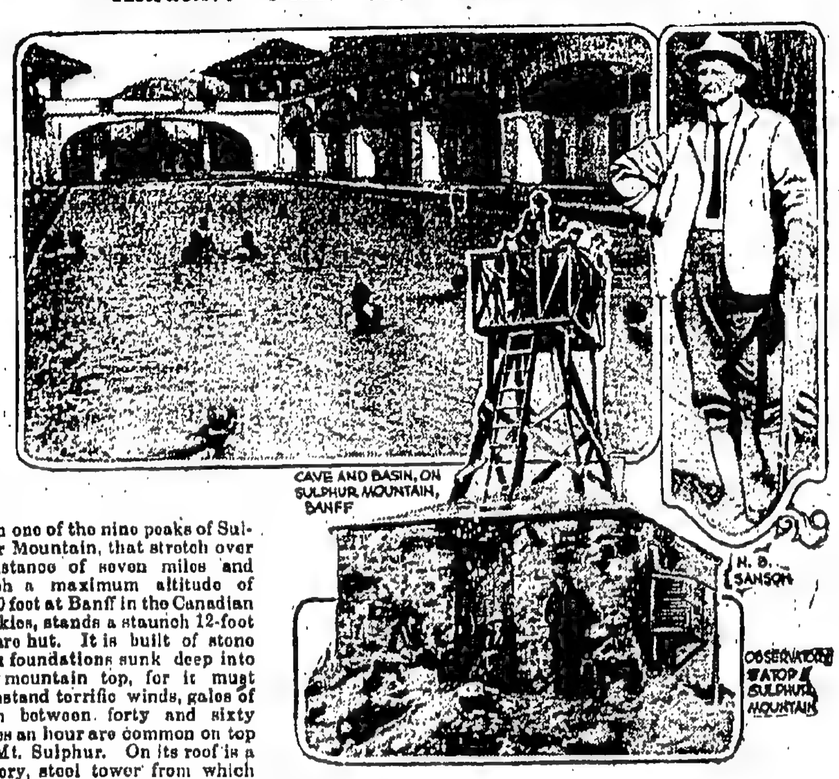
We are are afraid, says the *Japan Chronicle*, that in some countries such behaviour on the part of the German lady would produce a local attack of spionitis. In all probability, however, she is merely a journalist looking for copy. Perhaps she even had ambitions of a "scoop" in the way of a surreptitious interview, but she underrated the vigilance of the Household Department. If people behave like this, however, they must except to come into collision with the police.

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 6th. SEPTEMBER, 1924.

BANFF WEATHER STATION.

Attractive Point for Visitors to Canada.



On one of the nine peaks of Sulphur Mountain, that stretch over a distance of seven miles and reach a maximum altitude of 8,030 feet at Banff in the Canadian Rockies, stands a staunch 12-foot square hut. It is built of stone with foundations sunk deep into the mountain top, for it must withstand terrific winds, gales of from between forty and sixty miles an hour are common on top of Mt. Sulphur. On its roof is a spidery, steel tower from which observations are taken.

For twenty years this station has been in charge of Mr. N. B. Sanson, meteorologist who faithfully chronicled records of the weather on the mountains and in the surrounding valleys. Mr. Sanson is a naturalist too, and the Banff Museum contains specimens of almost every bird, beast, reptile, insect, plant and mineral that exists in the district, all collected by him.

He has kept a diary through the years and it is filled with fascinating observations on grouse, rabbits, bear, mountain goats and on strange flower and lichens. On one Sept. 4th he picked strawberries near the mountain's top, and once, in the dead of winter with the mercury at 20 below zero, he found two snow spiders walking on the snow. They had spun webs over the hollows made by a man's footprints in the snow and there they entrapped snow-flies.

Mr. Sanson is also a noted Alpinist and has climbed practically all the peaks in his district.

This is one of the unusual things to do at Banff, another is to bathe in the Government and Banff Springs Hotel glass-enclosed swimming pools that are constantly replenished by hot sulphur water sent up from subterranean springs under Sulphur Mountain. Outdoor bathing is enjoyed twelve months in the year. Another unique sport is that afforded by the Government Golf Course laid out along the Bow River among great mountains and often cloud-enfolded.

SPORTS PARS.

Interesting World Items.

G. C. Korr, the Scottish high jump champion, cleared 5 ft 11 in. at Stamford Bridge recently.

• • •

There is a proposal that a committee of five be appointed to select Welsh Rugby international teams.

• • •

Mr. A Bennett, late of Third Lanark, has been appointed manager of the Clydebank club.

• • •

Johnny Brown, St George's, the European bantam boxing champion, gained a points decision over Bill Hindley, of Horwich, in a fifteen three minute round contest at Premierland, London, recently.

• • •

The Bo'ness F. C. report for the season ended on 30th April shows a profit of £202. The income from gate receipts amounted to £2073 and the expenditure to £3919.

• • •

The Dundee Football Club team beat a Spanish team at Corunna, yesterday recently by two goals to nil. The game was furiously contested, and great excitement prevailed. The vigorous tactics of the visitors seemed to upset the home team, and the match finished in a fight amid the protests of the spectators.

• • •

Lord Derby has adopted a practical method of enabling the many employees upon his extensive estate at Knowsley to participate in the recent victory of Sansovino at Epsom. He has made the following communication to his estate:—"I am anxious that everybody in my employ should have something with which to buy them, if they wish, a small souvenir of Sansovino's victory, and therefore I want you to pay everybody an extra week's wages."

• • •

The South African cricket team were the guests at a Colchester concert presided over by Mrs. Alderton, who is the first lady Mayor of that borough, and the first and only woman president of an English county cricket week committee. Mrs Alderton is not unknown to Edinburgh people, particularly those in the South Parliamentary Division.

• • •

The Welsh Rugby Union have a credit balance of £5558. The balance-sheet shows an income of £14,428, of which £3913 was brought forward from season 1922.23. The international match with England at Swansea yielded an income of £5021, and the Irish match at Cardiff £4392. The expense in connection with the four international matches, including the games in Wales, amounted to £2663.

• • •

Eight Scots, including W. R. Seagrove, were included in the British Olympic athletic team:—E. H. Liddell (200 and 400 metres), W. R. Seagrove (300 metres), D M'L. Wright (Marathon); D. Cummings (steeplechase), G. C. Korr (high jump), C. E. W. Mackintosh (broad jump), T. R. Nicolson (hammer throwing), and Dr A. P. Spark (pentathlon and decathlon.) That is a pretty good representation.

• • •

All the difficulties between Lord Wodehouse and the Selection Committee of the British polo team to play America in September having been settled, it is understood that his Lordship will play for England.

• • •

The new golf champion of America, Cyril Walker, was professional at Prestwich, Manchester, and holds the record for the course—63. Before that he was with Jack Morris at Hoylake, who always declared he would be a great player. And he was right.

• • •

A girl of 13, Miss Betty Nuthall, put up a remarkable game against Mrs. Mallory, the American at the Middlesex lawn tennis championships. After losing a set by 6-1, the youngster was leading by 5-5 in the second, and only lost it by 8-6.

HYDRO-ELECTRIC POWER.

America Leads All Other Countries.

ABOVE—A GIGANTIC AMERICAN POWER DAM. BELOW—A COMPARISON BETWEEN THE POWER DEVELOPED BY THE UNITED STATES AND OTHER NATIONS. IN INSET—MAJOR GENERAL SIR PHILIP A. M. NASH, EMINENT BRITISH ENGINEER.

London, July 28th.—The United States is destined to become the greatest engineering power in the world.

This fact was brought out at the World Conference on Power, held at the Empire Exhibition at Wembley. Engineers—British and American—testified to this destiny. It is true, they said because:—

America has more available hydroelectric power than any other nation in the world.

Hydro-electric power, engineers concede, is the future power. The United States already has developed more than any other nation in the world. And it can develop greater quantities than any other nation in the world.

AN APPRECIABLE SURPLUS.

Other nations are reaching the maximum production of coal, oil and hydro-electric power. The United States is the only nation with an appreciable surplus.—The United States has enough to sell to almost every nation needing it.

Furthermore, this great power resting in the United States will enable America to outstrip other nations in peace time manufacturing. This great amount of power will be an insurmountable handicap to other nations in time of war.

Maj. Gen. Sir Philip Nash, an outstanding authority, showed that the coal, oil and water supply available in 1920, in terms of millions of kilowatt hours, was divided as follows:

United States	584,000
Great Britain	165,000
Germany	143,000
France	29,950
Italy	10,582
Switzerland	7,513

Of this potential energy, the United States consumed only 8.4 per cent; Great Britain, 3.88 per cent; Germany, 6 per cent; France, 16.5 per cent; Italy 32.1 per cent, and Switzerland, 36.2 per cent.

BRITAIN NEXT.

Great Britain is the only other industrial nation capable of greatly increasing its electrical output. But even at that, the United States had almost four times as much power available.

In 1921 the United States produced 41,000 kilowatt hours against 4900 for Great Britain, 4300 for Italy and 3130 for Switzerland.

Besides this great advantage, America has developed super-power. This is a term applied to the system whereby almost all of the power producers are linked together. When one system requires more power, it draws upon another. When another has a surplus, it sells to a third.

This means that power can be mobilized. It means that waste is eliminated. It means that the surplus can be disposed of.

It also means that coal and oil can be conserved to a greater extent than possible in other countries.

It is the lever by which United States can exercise international economic supremacy.

The Telegraph.

HONGKONG, 6th Sept., 1924.

SHEER NONSENSE.

Sun Yat-sen's latest manifesto can be regarded as a tissue of distorted statements, offensive suggestions and hypocritical professions. It is based on the utterly untrue and unwarranted assertion that the Canton Merchant Volunteers are a body of rebels—an allegation which Dr. Sun and his advisers know perfectly well to be a lie and which has been invented for the express purpose of covering up the illegal action of seizing the arms which had been ordered by this volunteer organisation and for the import of which an official permit was given. It is, of course, necessary for Dr. Sun to depict this movement as rebellious in character in order that he may be able to come forward with some explanation of his intended bombardment of the city. But, unfortunately for him, his willingness to hand over the arms to the Volunteers on payment of a big sum of money is of itself sufficient to discount his own description of this body of men who have not shown the least intention of attempting to overthrow the Canton Government. If, as he asserts, these Volunteers are merely awaiting the receipt of the arms to rise against the Government, how comes it about that Dr. Sun is prepared to give them the very weapons which he says they require for rebellious purposes? The whole thing is so transparent that even the meanest intelligence can see that the arms were seized, not because the Volunteer movement was considered unlawful, but merely that Dr. Sun might make something with which to bargain for further financial contributions to his war chest. There was and is no rebellion, as Dr. Sun knows perfectly well.

What we most resent in this tirade—which closely resembles the ravings of a madman—is the abominably false interpretation which Dr. Sun has placed on the threat of British naval action in the event of the city being bombarded. The author of this manifesto very conveniently omits, in his document, the context of the British Consul's despatch, which clearly shows that such action would only be taken were foreign lives and property jeopardised. Happily, the warning proved effectual, in that it prevented a repetition of Dr. Sun's merciless and destructive act when he saw fit to shell his own city some time back. To talk of this warning as a calculated attempt to destroy the Canton Government is sheer nonsense, which is only comparable to the description of the Singapore mutiny as a "massacre" by the British, for, as the whole world knows, whatever massacring was done was the work of the mutineers when they held up and shot defenceless men and women. From beginning to end, this latest manifesto of Dr. Sun's is a deliberate and lying attempt to traduce a Power which has on more than one occasion saved his own life.

One other point worthy of mention is that Dr. Sun no longer talks of the "Consitutional" Government. It has now become his "Kuomintang" Government—a significant change, since that Party is now indistinguishable from the Bolsheviks. This fact, coupled with his persistent references to British "Imperialism," almost leads us to think that Dr. Sun has at last turned out-and-out "Red," and that this manifesto is designed with a view to establishing that fact and at the same time placing the blame for the change on to the shoulders of the Powers. In any event, very few will pay any serious heed to this latest Canton shriek, which only serves to illustrate the strange mental outlook of its author.

Disease Carriers.

An unfortunate feature about the present outbreak of typhoid in the Colony has been the number of British cases, which the latest returns show are not yet a thing of the past. And apart from this disease, there is the risk to which all Europeans here are exposed of contracting dysentery and sprue, two diseases which are principally fly-borne, if we are to accept statements which have been made by skilled investigators in the tropics. At the recent meeting of the Legislative Council, some historic statements were made on the official side about flies as domestic pets, which presumably are always to be with us. It was also stated that the subject was chiefly one for the private resident—to see that his premises were not in a condition which was likely to breed flies. In view of this matter having, as it were, been left to the individual conscience, and in the hopes of starting something in the nature of a "swat that fly" campaign, we reproduce below some facts about flies as disease carriers, which were given by us in an issue of this paper in October last year, apparently without attracting much attention. Possibly some interested person might like to translate these facts into Chinese, for the benefit of the fly-breeding villages in the New Territories which are a matter of such concern to our paternal Government.

Case of Three Flies.

A scientist caught three flies, in the course of an investigation into the mysterious deaths of three children in a Liverpool household. One insect was caught in a living room, one out of doors, and the third at the household refuse can. He allowed each of the flies to walk over a sheet of specially-prepared sterilised jelly, which was incubated. At the end of four days, each germ deposited on the jelly had grown into a little mass or "colony" of microbes, which could be counted and identified with a magnifying lens. It was found that the indoor fly yielded 25 colonies of bacteria and 6 colonies of fungi, the outdoor fly produced 46 colonies of bacteria and 7 of fungi, and the fly from the refuse bin gave no fewer than 116 colonies of bacteria and 10 of fungi. Among the bacteria he found germs of several intestinal diseases, of tuberculosis, several kinds which cause suppuration of the eyes, ears, nose and other parts of the body, as well as the microbe which causes milk to go sour, and the spores which make bread, jam, fruit, and other foods go mouldy. Those germs were what the flies had been depositing on foodstuffs every time they alighted on such. The scientist found that the children's food had been exposed to this infection, and he did not hesitate to put their deaths down to some malignant fly-borne bacillus. It would be interesting to find out how many germs could be discovered similarly in the case of three flies in Hongkong, or better still three that wandered into Kowloon from the New Territories.

DAY BY DAY.

WHEN PLEASURES HAVE EXHAUSTED US, WE BELIEVE THAT WE HAVE EXHAUSTED PLEASURES.—*Vauvenargues.*

***

The Parsee New Year Day (1294) falls on Tuesday next.

***

It is notified that High Street is in future closed to motor traffic.

***

To the list of authorised architects have been added the names of Mr. A. W. G. Brown, A. R. I. B. A., and Mr. F. N. Young, A. R. I. B. A.

***

His Majesty the King has approved the appointment of the Hon. Mr. C. G. Alabaster, K. C., O. B. E., to be an Unofficial Member of the Legislative Council, during the absence on leave of the Hon. Sir Henry Edward Pollock, K. C.

***

With regard to the recent shortage of ice locally, we are informed by the Dairy Farm, Ice and Cold Storage Co., Ltd., that if present anticipations are realised, the new plant should become productive on Monday or Tuesday, from which time onwards there will be an ample supply to meet all demands.

***

Information has been received from the Secretary of State for the Colonies that the Argentine Government has abolished the Argentine Vice-Consulate at Hongkong. It is understood that questions concerning Argentine interests in Hongkong should be referred to the Argentine Consul in Shanghai.

***

A sum of $4,906.54 has been secured from the proceeds of the theatrical performances at the West Point Bazaar by the amateur comedy organisation of the Imports and Exports Office, this amount having been forwarded through the Chairman of the Bazaar to the Tung Wah Hospital Flood Relief Fund.

***

What greater treat could there be for devotees of motion pictures than a production featuring the two virile Beery boys, Wallace and Noah? This will be the feature attraction at the World Theatre to-morrow. It is called "Stormswept". With Messrs. Beery heading the cast it requires no great strain on one's imagination to realise what a dramatic feast is in store.

***

At the Marine Court this morning, before Lieut. Commdr. G. F. Hole, twelve masters of fishing junks were fine $10, or ten days, for fishing with unshaded bright lights in prohibited waters. For fishing with bright lights, four others were fined $5 or five days. The master of a cargo boat was charged with mooring outside five others alongside the Chenan and a similar fine was imposed. The master of a coolie boat was fined $22, or three weeks hard labour, for carrying 22 passengers, in excess. His licence allowed him 23 passengers, and he was carrying 45.

***

Realism is the keynote of the big mystery film, "The Acquittal," which comes to the Coronet Theatre this evening as the feature attraction for the next few days. Scenes of famous trials from many cities, borrowed from newspaper records, were used as models for the huge Court room set and the action of the players in the trial, and a former deputy district attorney sat with the director, through all stages of the filming to act as advisor on every point of legal conduct. The principal woman player is Claire Windsor and other members of a notable cast are Barbara Bedford, who appeared in "The Spoilers," Richard Travers, Charles Wellesley, Frederick Vroom, Ben Deely, Dot Farley and Harry Mestayer.

Bulls and Inners

□ □ From the Office Butts. □ □

The Wanderwells have left Shanghai after putting another 23¼ miles to their record.

□ □

There is no truth in the rumour that Government intends roofing over Ice House Street in order that it may become more shady.

□ □

Most people are only interested in Public Health when they get a headache.

□ □

The only gunboat policy that Dr. Sun likes is one which enables him to get out of Canton.

□ □

The land profiteer is usually a man who buys by the acre and sells by the square foot.

□ □

Cosmos, Vox, Veritas and Co. find it hard to cross Jordan.

□ □

After you know some folk really well you are apt to regret the politeness you wasted on them.

□ □

In advocating that people should drink more milk, an American doctor emphasises that it is the first thing in life that man takes. But the last thing is his bier.

□ □

Possibly some of the "unofficial" questions at Legislative Council meetings are treated facetiously because they are not easily Hansard!

□ □

The rabbit may be timid, but we have an idea that our cook knows how to make it quail in aspic.

□ □

Every Kowloon pedestrian hopes to get a car, but some get them when least expected.

□ □

Some folk are naturally nervous while others are troubled with prickly heat.

□ □

Note to newspaper correspondents:—If you must throw, use stones; words are dangerous.

□ □

Canton newspaper heading: "Motor-car Runs Into Eating House." Wonder if the carburettor. (Oh, Bosch; toot-toot; tut-tut;)

□ □

What with all this Bolshevik propaganda, the Yellow Peril seems to get more Red every day.

□ □

But for the fact that neither side agrees to the terms decided upon, this Canton strike is settled.

□ □

Hint to Flappers: As you look so you will be looked upon.

□ □

Some of the breakfast bacon we get from the compradore is just educated fat meat.

□ □

The best thing about newspapers is that they enable you to worry over other people's troubles.

□ □

The Government's attitude towards public health matters reminds us of Eve, who never cared a fig-leaf for public opinion.

□ □

A lady missionary Home on leave informed a church meeting that "The Last Rose of Summer" has been translated into Chinese. She's never passed the Wanchai shell fisheries.

□ □

"Vox" will be glad to learn that the Chinese who produced a Bible as evidence of faith at the Magistracy this week was fined $5.

□ □

Cantonese no longer consider red lucky.

□ □

What all this war in China is about is nearly as hard to answer as the query "What is the soul?"

□ □

Sugars and pirates hardened during the week.

□ □

A large group of fossils has been unearthed in North China. Some of 'em are said to closely resemble the typical Hongkong official.

□ □

Having arrived back in their own country, these American fliers must be feeling very dry.

□ □

People returning from Home leave find that their hardest task is telling lies about the fine times they have had.

□ □

Most of our young fellows who study anatomy do it either at Repulse Bay or Castle Peak.

□ □

Home Hint: To avoid corns, buy shoes to fit the feet rather than the occasion.

It isn't bad luck for a black chow to cross in front of your car, always provided, of course, that he crosses all the way.

□ □

Unfortunately closed mouths don't always go with closed cars.

□ □

Hongkong imports about half a million gold fish every year. This, however, does not include the American tourists.

□ □

These Merchant Volunteers will learn in time that it is better to fight than stick around and pay a fine.

□ □

Talking of Sugars reminds us that it is often hard to tell a man by what he tells you.

□ □

Hints to intending benedicts:—To feather a nest the best thing is cash down.

□ □

Some folk think a band concert an occasion to get free beer.

□ □

If you think ignorance is bliss, you'll be disillusioned when you get before a Hongkong magistrate.

□ □

Most Hongkong girls think sitting down without crossing their knees a waste of good silk stockings.

□ □

The *Canton Gazette* says that detectives have strict orders to discourage people "from taking bulky things out of Canton." This doesn't let Sun out, for he's turned very thin, poor chap.

□ □

This scripture controversy reminds us of the hypocrites in the church—but think of the vast number outside it.

□ □

Winter is coming and then will go up the wife's overhead charges.

□ □

A duck of a hat has often too big a bill.

□ □

Broker's Alley reminds us that all that glistens can't be measured by the golden rule.

□ □

Chinese invented kites. We suppose that's why the Government is always up in the air.

□ □

"Drunken Man Held Up," says a newspaper heading. Just what he needed we should say.

□ □

"Bus Accident: A Patent Spring," says a *Telegraph* heading. Local pedestrians are now practising it.

□ □

The Dairy Farm Company intends turning out 150 tons of ice daily. This should enable some of our public men to keep cool.

□ □

Here's hoping that this war in North China will knock out some of those Generals with unpronouncable names.

□ □

If some of our baseball fans would only blow a little harder we'd never notice the heat.

□ □

A Shanghai man has tried suicide twice. He should be careful, for we understand it is a very dangerous habit.

□ □

It isn't always the bathing suit that's to blame.

□ □

The way they keep protecting the Alaskan salmon will ensure landladies of one sure item on their menus for many years to come.

□ □

It is said that nobody gets on by allowing things to slide. How about the trombone player?

□ □

In America a man was found installing a still in a disused grave. Raising spirits, we suppose.

□ □

Isn't it strange that bills never find their way to the dead letter office?

□ □

About the only prices which have been lowered recently are the 1923 calendars.

□ □

Only a short time now and we shall be wondering how on earth the summer passed so quickly.

□ □

There may be some shopkeepers who do not believe in advertising, but we never hear of them.

□ □

There is no very noticeable increase in the sighs of the motor taxes.

□ □

Mind your own business, or you will undermine it.

BATTLE OF JUTLAND.

Long-Promised Official Narrative.

The long-promised official narrative of the Battle of Jutland was published in book form in Mail week by the Stationery Office. It is a well-produced volume of just over a hundred pages, and no fewer than forty-five diagrams are used to illustrate the positions of the units of the Fleet in the course of the battle.

The narrative is based on the despatches of the admirals and reports of individual ships, and "The Grand Fleet" by Viscount Jellicoe, the then Commander-in-Chief has been used to supplement these despatches, as have a valuable collection of personal narratives, largely based on notes made during the action, compiled by Lieuts. H. W. Fawcett and G. W. W. Hooper.

It is pointed out in the introduction that "the Battle of Jutland must appear to many as a grey mass of ships manoeuvring in and out of the battle smoke with no possibility of ascertaining their movements with clear and definite precision. To attempt to do so is certainly no light task. The official reports of individual captains represent only an effort, often necessarily hasty, to reduce the observations of a number of observers into one story; and similarly the despatches of the Admirals can be regarded only as a provisional attempt to reduce the reports of individual captains to a single focus.

"From a historical point of view both must be regarded merely as rapid preliminary surveys. By their very nature they could be not more, for a complete survey requires the careful and critical examination of every source of information—every log, every signal log, every individual report.

"But in a battle where 154 British flags and pendants were flying, this in itself is a heavy and laborious task, and when, in addition, it is remembered that in the case of most ships the signal volumes alone number at least three or four, and the total number of volumes runs into hundreds, the mere physical labour of arrangement and custody is a considerable item of work."

Among the appendices is one to meet the wishes of Viscount Jelicoe under the heading of "General Remarks (by Lord Jellicoe)."

LORD JELICOE'S DISSENT.

Lord Jellicoe expresses his sincere regret at finding himself compelled to express dissent in any form, but considered it his duty to draw attention to a few of the most important passages with which he is still unable to agree. The Admiral's first two points of criticism as made in the defence of Admiral Evan Thomas who he assorts, lies under the insinuation by the narrative of being responsible for delay in the Fifth Battle Squadron coming into action. Admiral Jellicoe describes the signals which, he points out, were made by flags. He contends that those signals were quite naturally not easily distinguishable.

Under Paragraph III, Admiral Jellicoe endeavours to show the difficulties arising from the receipt of the various reports. He says: "Up to 5.30 p.m. the earlier reports had led me to expect to reach the enemy's battle fleet ahead, this expectation being based on a mean of reports from Lion and Southampton. I should not for a moment have relied on Admiralty information of the enemy in preference to reports from ships which actually sighted him or even had attached equal weight to such reports."

The Admiral asserts that many points are partially correct only, or for other reasons misleading, and gives a lengthy account of the information available as to the position of the German high sea fleet in the night after the second engagement with the enemy. He also says that the narrative fails to give a true idea of the confusion caused by contradictory reports, the effect of which was felt throughout the action.

Their lordships follow Lord Jellicoe's comment with copious footnotes. They express their satisfaction that the compilers of the narrative have kept to the facts, and that where the Admiral's account differs from the Admiralty narrative the latter is more in accordance with the evidence available.

NEW ADVERTISEMENTS.

PAID ADVERTISEMENTS

25 WORDS

{ $1.00 for 3 insertions
{ $1.50 if not prepaid

State if Box No. is required

WANTED.

ALL Tickets in the New Era Premium Contest must be returned to our store by the end of this month. No. 30, Ice House Street.

WANTED.—Competent British Lady Stenographer. Apply Box No. 1200 "Hongkong Telegraph."

YOUNG LADY—British. Experienced typist, requires engagement. Would be willing to assist in European Store. Apply Box No. 1199 c/o "Hongkong Telegraph."

TO BE LET.

HOUSE TO—LET Furnished, near Union Church Kennedy Road. Apply Box No 1194 c/o "Hongkong Telegraph".

TO LET.—3 Vacant flats in Carnarvon Road, Kowloon. Apply W. T. M. Tsang, c/o B.A.T. Co.

TO LET.—From January, Three Roomed extravagently furnished Apartment in Kowloon, with all modern conveniences. Five minutes from Ferry. Apartment furnished with beautifully carved Blackwood and Teakwood furniture, complete sets of crockery, cutlery, etc. Furniture to be taken over. Bresent tenant going home. Apply to Box 1192 c/o "Hongkong Telegraph."

FOR SALE.

1 Single furnace Cornish boiler 17'0" long x 5'0" dia complete with mountings, Steam and water pipes and oil burner.

1 100 B.H.P. New Bolinder crude oil engine Model H. 2 cylinder, with friction clutch direct coupled to generator; 100 K.V.A. 230 volt, 60 cycle, 3—phase; 250 Amperes in 1 phase with switch board and mountings, complete with exhaust piping and silencer. Guaranteed in good condition. Apply to Mr. H. O. Tong, The China Leather Co., Ltd. Mar Tau Kok, Kowloon.

FOR SALE.—No 7, Stewart Terrace, 270 Peak. FIVE ROOMED HOUSE fully furnished. Good drying room. Modern sanitation. Garden. Detached servants quarters. Possession early April 1925. Apply F. A. MACKINTOSH,

Mackintosh & Co., Ltd.
Alexandra Building.

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.

Abraham, Ezra,	Logan, W.
Alves A. A.	Matheson, R. T.
Bagram, J. T	Nissim, A.
Benjamin, V,	Perry, I. S.
Birkett, H.	Postonji, R.
Croucher, N.V.A.	Potts Geo, H.
Ellis, F. M.	P tt, P. C.
Gould, Joseph.	Raymond, E. M.
Gutterres, A.A.	Silva, P.M.N. da
Hough, T. F.	Smyth, F. R.
Lammert, Geo.	A. Tester, P.
Lammert, H.A.	Kew Fred.

By order of the Committee,
A. NISSIM,
Secretary.

NOTICE.

HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association:—

A. H. Carrol	J. F. Grose
M. A. Razack	V. Yvanovich
J. W. Kew	A. P. Groaves
W. J. Carroll.	H.M.H. Esmail
O. Kitchell	Seu Kon Chi
Yip Yung Pak	Harry O. Odell
F. M. L. Soares	Soo Pei Shao
H. E. Edwards.	

By order of the Committee,
J. W. KEW,
Secretary.

REMOVAL NOTICE.

ALEXANDRA CAFE.

The Alexandra Cafe begs to notify its patrons that its new premises in Prince's Building, Ice House Street will be ready, and the Cafe will be established there in as from September 15th.

Commodious and attractively decorated dining and refreshment salon, offering every comfort.

THE ALEXANDRA CAFE.

LUXURIES vs A NECESSITY.

You wouldn't want a poor opera glass or an inferior field glass. You would insist on first class ones.

But how much more important it is to have perfectly satisfactory glasses for your eyes which are a necessity and in continual use.

To secure the satisfactory glasses your eyes should be thoroughly examined by the specialist.

CHINESE OPTICAL COMPANY.
67, Queen's Road, Central.

CORRESPONDENCE.—desired with persons interested in purchasing or selling merchandise in the U.S.A. The Globe Drug Co., (G. T. Edwards) 1799, Mc Allister St. San Francisco. Cal., U.S.A.

LATEST FROM HOME

ON

COLUMBIA NEW-PROCESS RECORDS

981	TONI SELECTION PARTS 1—2.	Shaftesbury Theatre Orchestra.
3451	BLOTTO — TAKE A STEP from 'TONI'	Buchanan, Comedian.
3452	FOR MY FRIEND DO IT FOR ME	Buchanan, Comedian.
3453	DON'T LOVE ME BUSINESS IS BUSINESS	Buchanan, & Elsie Pandolph Orchestra.
3433	FRIED CHICK SHOVEL ON A FEW MORE COALS from 'LEAP YEAR'	Cliffe, Comedian. Dudley, & Choir.
3437	NEVER AS LONG AS I LIVE	George Robey.
	NO BODY CRAZY OVER ME	Robey & Betty Chester.
3436	IT LOOKED ALL RIGHT	George Robey.
	GUY	" "

AT

ANDERSON'S

LAST CHANCE TO SEE

Virginia Valli

IN

"A LADY OF QUALITY"

(THE MOST COSTLY AND MAGNIFICENT LOVE STORY EVER FILMED)

A majestic and glittering presentation of supreme grandeur —the most beautiful love story in all history——and the most thrilling. A fortune was lavished in its production ——an age in its making. Before your very eyes swirl and swarm the magnificent pageantry, boisterous gaiety, colorful gallantry, glowing brilliance of the most romantic age in history.

FINAL SHOW TODAY BY ALL MEANS SEE IT!

Commencing To-morrow

WALLACE AND NOAH BEERY

THE TWO GREATEST CHARACTER ACTORS ON THE SCREEN IN

"STORMSWEPT"

A MIGHTY DRAMA OF SHATTERED SOULS REBORN UPON THE SEA

WORLD THEATRE

GALA DAY

Spend an enjoyable afternoon with plenty of fun and bathing at the

E.A.S.M.A. Beach Stonecutters Island.

TO-DAY

(Saturday, Sept. 6th)

Launches leave Blake Pier at 2 p.m. and 2.30 p.m.

TEA WILL BE SERVED ON THE BEACH.

Admission by Members Tickets.
Visitors Tickets 50 cents.
Obtainable from Members or the Hon. Secretary.

HONGKONG CLUB.

NOTICE.

THE Fourth Yearly Drawing of 20 Debentures (1920 issue—$500. each) of the Hongkong, Club, Payable on Tuesday, the 30th September, 1924, will be held in the Club House at 11 o'clock a.m. on MONDAY, the 8th September, 1924.

Bearers of Debentures are invited to attend the Drawing.

By order,
T. A. ROBERTSON,
Lt. Col.
Secretary.
Hongkong, 28th August 1924.

BANK OF EAST ASIA LTD.

NOTICE IS HEREBY GIVEN that an interim dividend of $3.00 per share has been declared for the HALF YEAR ending 30th. June, 1924.

The dividend will be payable on and after MONDAY, the 15th. September, 1924, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 8th. September, to SATURDAY, the 13th. September, 1924, (both days inclusive) during which period no transfer of shares can be registered

By Order of the Board of Directors,

LI TSE FONG.
Acting Chief Manager.
Hongkong, 1st August, 1924.

Other notices appear on Page 12

NOTICE

WE beg most respectfully to notify the public that we claim to be the owners of a floating raft at Wuchow which was moored at a water front leased by us from the former Superintendent of Customs, Wuchow. The location of this water front is below the Sai Hing floating raft and upwards of the Tin Wo floating raft. Our floating raft was leased to the firm belonging to Mr. Woo Lai Tai, a British concern, and the term of lease is still unexpired.

Sometime ago the present Supt. of Custom, Wuchow cancelled the lease of the water front to us and seized and confiscated our floating raft.

We have lodged a protest and complaint with the proper Chinese Authorities which is still pending and we beg most respectfully to notify the public not to purchase or mortgage or lease our floating raft from any one until further notice.

THE SANG WO CO.
(SD.) SO SOON SAM.
Dated the 3rd. Sept. 1924.

HONGKONG REALTY AND TRUST CO., LTD.

NOTICE IS HEREBY GIVEN that the First Ordinary Yearly Meeting of Shareholders of HONGKONG REALTY & TRUST CO, LTD., will be held at the Hongkong Hotel, Pedder Street, Hongkong, on WEDNESDAY, the 10th day of September, 1924, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Fifteen months ended the 30th June 1924; confirming the appointment of Directors, and re-electing Directors and the Auditors.

The Transfer Books of the Company will be closed from WEDNESDAY, the 3rd day of September 1924 until WEDNESDAY, the 10th day of September 1924, both days inclusive.

By Order of the Board,
PERCY H. SUCKLING,
Acting Secretary.
Hongkong, 29th August 1924.

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per share on the Old Share (Fully Paid) and Three cents (3 cents) per share on the New Shares ($1.00 Paid) has been declared for the half year ending 30th. June, 1924.

Such Interim Dividend will be payable on and after TUESDAY, the 23rd September at the Offices of the Company, where shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be closed from the 19th. September, 1924 until the 23rd. September, 1924 (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors,

SHEWAN TOMES & CO.
General Managers.
Hongkong, 3rd September 1924.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 9th Sept. 1924.
commencing at 11 a.m.
at their Sales Room, Duddell Street

One Harley Davidson Motor Cycle with Sidecar—in good running order

On View Now

Terms:—Cash on Delivery

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction

Tuesday, the 9th. Sept. 1924.
commencing at 11 a.m.
at their Sales Room, Duddell Street

4 Rumsey Pumps
3 Bales Leather
4 Drums Anti-Corrosive Composition
6 Drums Anti-Fouling Composition
180 Pieces Black Elastic Gartering
103 Enamelled Wash Basins
69 Enamelled Boilers
1 Case Press Buttons
22 Doz. Glass Ware
2 Bales Corks
1 Case Enamelled Plates

A Quantity of Miscellaneous Goods

Terms:—Cash on Delivery

LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thurs., the 11th. Sept., 1924.
commencing at 11 a.m.
at Godown No. 6, Holt's Wharf, Kowloon
(for account of the concerned)

4 Bundles Iron Bars
1 Piece Steel Plates
40 Pieces Iron Bars
1 Case Paper
12 Pieces Round Iron Bars
1 Bundles Steel Bars

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

PARTICULARS OF SALE
of
Valuable Leasehold Properties,
Situate at Victoria in the Colony of Hongkong and known as
No. 2, Tsung Sau Lane West
No. 4, Tsung Sau Lane West
No. 5, Possession Street
In Three Lots
to be sold by
PUBLIC AUCTION
on FRIDAY,
the 19th day of September, 1924,
at 3 o'clock p.m. by Messrs. LAMMERT BROS., Auctioneers, at their Sales Room in Duddell Street

PARTICULARS.

Lot No. 1 No. 2, Tsung Sau Lane West is situate upon Subsection 8 of Section 1 of Marine Lot No. 69 The Premises cover an area of 538 Square feet or thereabouts and are held for a term of 999 years from the 2nd day of March, 1846.
The Crown rent is $9.68 per annum.

Lot No. 2 No. 4, Tsung Sau Lane West is situate upon Subsection 9 of Section 1 of Marine Lot No. 69 The premises cover an area of 598 Square feet or thereabouts and are held for a term of 999 years from the 2nd day of March, 1846.
The Crown Rent is $10.76 per annum.

Lot No. 3. No. 5, Possession Street is situate on Section A of Inland Lot No. 282. The Premises cover an area of 513 Square feet or thereabouts and are held for a term of 999 years from the 27th day of September, 1854.
The Crown Rent is $6.69 per annum.

For further particulars and Conditions of Sale apply to:—
Messrs. JOHNSON STOKES and MASTER,
Solicitors,
Prince's Buildings,
Ice House Street,
or to
Messrs. LAMMERT BROS.,
The Auctioneers,
Duddell Street.
Hongkong, 1st Sept. 1924.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 8th. Sept., 1924.
commencing at 2.30 p.m.
at No. 11 Chatham Road, Kowloon.

A Quantity of Valuable Household Furniture.
comprising:—

Teak hat stand, chesterfield couch and chairs, overmantel, teak dining table, chairs, sideboard with bevelled mirror, dinner waggon, glass cabinet, glass ware, brass ornaments, E. P ware, etc., etc.

Brass bedstead, teak single and double bedsteads, single and double teak wardrobes with glass doors, teak chest of drawers, pictures, carpets, curtains, etc., etc.

A Quantity of Blackwood Furniture

also

One Cottage Piano by Challen & Co.

One Victrola and records

and

Two Rickshas with wire Wheels.

Catalogues will be issued.

On View from Saturday, the 6th. September 1924.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

By order of the Mortgagees
Messrs. LAMMERT BROS. have received instruction to sell by
PUBLIC AUCTION
on WEDNESDAY,
the 17th day of September 1924.
at 3 p.m.
at their Sales Room, Duddell Street, Victoria, Hongkong Viz:—
The following valuable Leasehold property situate at Victoria, Hongkong. Viz:—

ALL THAT piece or parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as The REMAINING PORTION OF SECTION B OF INLAND LOT No. 179 Together with the messuage erected thereon known as No. 29 Graham Street Victoria aforesaid. Term 924 years from 31st August 1919 granted by an Extension of Crown Lease dated 1st July 1862 (being an extension of the term granted by the original Crown Lease of Inland Lot No. 179 dated 11th October 1844). Proportion of Annual Crown Rent $5.55 Area 962 square feet.

For further particulars and conditions of sale apply to
Messrs. JOHNSON STOKES & MASTER,
Prince's Buildings, Ice House St.
Hongkong
Solicitors for the Mortgagees,
or to
Messrs. LAMMERT BROS.,
The Auctioneers
Hongkong, 26th August 1924.

BY ORDER OF THE MORTGAGEE.
PUBLIC AUCTION
VALUABLE LEASEHOLD PROPERTY
situate at and being No. 8 and 10, Princes Terrace, Victoria,
in the Colony of Hongkong
to be sold by
PUBLIC AUCTION,
on TUESDAY,
the 9th day of September, 1924,
at 3 p.m.
IN TWO LOTS
by
MR. A. G. DA ROCHA,
Auctioneer,
at his Auction Room at
D'Aguilar Street.

The property consist of:—

Lot 1 ALL THAT piece or parcel of ground situate at Victoria aforesaid and registered in the Land Office as Sub-section 1 of Section D of Inland Lot No. 151, together with the messuages or tenements erection and buildings thereon known as No. 10, Prince's Terrace.

Lot 2 ALL THAT piece or parcel of ground situate at Victoria aforesaid and registered in the Land Office as the Remaining Portion of Section D of Inland Lot No. 151, together with the messuages or tenements, erections and buildings thereon known as No. 8, Prince's Terrace.

Particulars and Conditions of Sale may be obtained from
MESSRS. DEACONS,
1, Des Voeux Rd. Central,
Hongkong.
The Vendors' Solicitors.
Mr. A. G. DA ROCHA,
Auctioneer.
By Order of the Mortgagee.

Lammert Bros.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 8th Sept., 1924.
at 11 a.m.
at No. 35 Godown, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon
(for account of the concerned)

33 Cases Shellac-more or less damaged.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, 11th Sept. 1924.
commencing at 5.15 p.m.
at their Sales Room, Duddell Street

A Fine Collection of Postage Stamps
including:—

Valuable Selections of Brazil, China, French Colonies, Hongkong, India, Macao, Shanghai, etc., etc.

Catalogues will be issued.

On View From Wednesday the 10th. September 1924.

Terms:—Cash on Delivery

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,
on WEDNESDAY,
the 10th September, 1924, commencing at 11 a.m., at The China Provident, Loan and Mortgage Co., Ltd., Godowns, Kennedy Town and Belchers Street (near the Rope Co.'s premises).

1 150 B.H.P. High Speed Forced Lubrication Engine in good working condition, complete with Fly Wheel and Pulley for belt drive, also surface condenser for same.
13 Coils each 150 Fathoms Flexible Steel Wire Rope.
2 Condenser Tube Plates.
1 Portable Fire Engine on Wheels.
4 12" Hydraulic Gate Valves.
1 25 B.H.P. Horizontal Crude Oil Engine complete with two heavy flywheels, etc.
1 15 K.W. Vertical High Speed enclosed engine direct coupled to Direct Current 110 Volt Dynamo suitable for ship's use.
1 2½ K.W. Direct Current Dynamo coupled to vertical Kerosene Oil engine complete with silencer, water tank, etc.
1 Rotary 4" x 6" Pump capacity 3,000 to 5,000 Gallons head 50 feet at 970 R.P.M.
39 Boxes Steel Strips.
2 Cases and 8 Bars Steel rectangular section.
1 Case High Speed Steel.
And
A Quantity of Steel Bars, Flats, etc., etc., etc.
Also
71 Cases Ready Mixed Paint.
7 Drums Graph. Roof Paint.
1 Drum and 13 Cases Graph. St. Paint.
2 Cases Graph Liquid Cement.
4 Cases Kleim Oil.
8 Drums and 9 Cases Graph Drycoat.
16 Cases Graph. Special Paint.
30 Cases Graph. Cement Paste (Black and Red).
6 Drums Graph Cement Paste.
1 Drum I. L. Metalcrete empty.
13 Drums Kleim Oil.
1 Drum Graph. C. P. Black.
2 Drums Kleim Oil.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

POLICY 159759

Amount: Immaterial, but assume Basis 1000.
Plan: 15 Year Endowment.
Age covered: 49 to 64.
Results: Cash paid the Assured 141.55 per 1000.
Time of Expiry: 1st. September 1924.
Date of Payment: [illegible] October 1924.
[illegible]

INDIAN POLICE HONOURED.

TITLES FOR HONGKONG INSPECTORS.

A most enjoyable function was given by the Hongkong Indian Muslim Society at the Police Headquarters, yesterday afternoon, in honour of Inspectors Nawab Khan and Mohinder Singh of the Hongkong Police, on the occasion of the bestowal of the titles of Khan Sahib and Sirdar Sahib respectively. It will be remembered that these titles were conferred on them by H. E. the Governor at Government House on the 10th August last. The Band of the 1st Battalion of the Grenadier Regiment was in attendance.

There was a large gathering of prominent local residents, among whom were: The Hon Sir Claud Severn, K.B.E., C.M.G., His Hon. Mr. H.H.J. Gompertz, the Hon Mr. E.D.C. Wolfe, C.S.P., the Hon. P. H. Holyoak, the Hon. Mr. Chow Siu-ki, the Hon. Mr. R. H. Kotewall, Messrs. S. B. B. McElderry, R. E. Lindsell, A. Dyer Ball, C. A. D. Melbourne, P. P. J. Wodehouse C. G. Perdue, and J. Kerr, Capt. Bloxham, Dr. W. B. Moore, Mr. G. Bird, Mr. H. Green, Inspectors Kent and Grant and others. Many leading members of the Muslim Society were also present.

The Society's Welcome.

In a short speech welcoming the visitors, Mr. Sirdar Khan, Secretary of the Society, said: On behalf of the Committee and members of the Indian Muslim Society I have great pleasure in welcoming you and thanking you for the great honour you have done to the Society by your kind atttendance here, of which the Indian Muslim Society will ever feel proud.

The object in inviting you here this evening is for the Society to celebrate the occasion and publicly express its appreciation and gratitude to this Government and the Government of India for their kind action in bestowing the titles of Khan Sahib and Sirdar Sahib on two members of the Indian community, viz Inspectors Nawab Khan and Mohinder Singh respectively. Khan Sahib Nawab Khan is the worthy president of our Society, and the honour conferred upon him is not only greatly appreciated by all members of this Society but also is considered as an honour for the whole Muslim Society and the Indian community. This is the second occasion on which such titles have been conferred upon members of the Indian community in this Colony. The first occasion took place during the Administration of the late Sir Henry May, when the title of Khan Sahib was conferred up on Mr. Hasham Khan, a Government servant, for his good and loyal services.

Justice, Peace and Freedom.

It is a great encouragement for us to know that our kind and generous Government treats its subjects with paternal love, and in recognition of their good services and loyal acts is graciously pleased to give them rewards, where rewards are due. We are undoubtedly proud of being subjects of the British Government under whose flag throughout its vast dominions, justice, peace and freedom predominate, and according to an old Indian saying, 'Wolves and sheep drink together unmolested from the same pool."

It is our desire that His Excellency the Governor will be so good as to communicate to the Government of India the sincerest thanks and the good wishes of this Society, for the honours so deservedly conferred upon Inspectors Nawab Khan and Mohinder Singh.

Gentlemen, I thank you once more for the trouble you have taken to make this evening so pleasant and sincerely assure you, that your attendance has given this Society the utmost pleasure and the greatest honour. (Applause)

Inspector's Reply.

Inspector Nawab Khan suitably replied, and the speech which was translated by the Captain Superintendent of Police, was as follows:

On behalf of Inspector Mohinder Singh, and myself, I wish to thank the Indian Muslim Society for so kindly giving this tea party to-night in our honour, and also to all those here for their presence and congratulations which we value very highly.

We also wish to express our thanks to the Hon. C. S. P. and H. E. the Governor for so kindly recommending us for the honours conferred on us, for without this recommendation this would not have been granted.

We also wish to thank the Hon. C. S. P. for his kindness in lending us this room tonight.

Commenting on the loyalty of the two Inspectors, the Captain Superintendent of Police said that he felt proud to have under his command two such officers. These two men at the head of the Indian police had brought honour to the force. Inspector Nawab Khan, was the leader of the Muslim contingent while Inspector Mohinder Singh was at the head of the Sikh contingent. The C. S. P. concluded by congratulating the two Inspectors and the Muslim Society in particular on the honour they had gained.

EARLIER TELEGRAMS.

NORTH CHINA WAR.

WOOSUNG FORTS THE OBJECTIVE.

(Our Own Correspondent)

Shanghai, Sept. 5.

While fighting continued to-day along the whole line from Tajhu Lake to the Yangtse shore, the major effort of the Kiangsu troops was concentrated in the Liuho sector and in the drive against the Woosung forts where the engagement reached the proportions of a major battle, both sides employing artillery.

Authoritative reports state that Chekiang was outnumbered in this sector and forced back a short way, but has succeeded in holding the line while reinforcements are being brought up to-night from Woosung.

The number of casualties is increasing rapidly although it is out of proportion to the amount of firing that has taken place during the several engagements.

It has been definitely established that naval co-operation is lacking and, anticipating this, the Chekiang naval force, led by the cruiser Haichow and four Chinese gunboats, left their positions opposite Lungwha arsenal near Shanghai and proceeded to the neighbourhood of Liuho this afternoon.

A Kiangsu move to the south of the railway in the general direction of the Grand Canal, aimed at Sungkiang and the Hangkow railway, is expected to-day by the Lingwha headquarters which has announced the dispatch of a brigade to strengthen this portion of the front.

The second attack of the Kiangsuites yesterday did not mature. There was no serious fighting to-day. The Chekiangites hold all the positions they originally held. In the course of a small counter-attack to-day they captured a regimental commander.

Wu Pei-fu denied that any of his soldiers are fighting for Kiangsu. Chekiang claim that the highest officer they have lost up to the present is a captain.

The Chinese military authorities closed the Shanghai-Woosung line this afternoon as a precaution against a possible land attack on the forts, in the event of the Kiangsuites breaking through at Liuho, fifteen miles north-west of Woosung.

Peking, Sept. 5.

Reports from Mukden say that while Chang Tso-lin's army is probably prepared to march on short notice, there has been nothing to indicate his intention to take the field in the near future.—*Reuter.*

Peking, Sept. 5.

The Government denies yesterday's Japanese news agency's report and has arrested the head of a Chinese agency which also circulated it.—*Reuter.*

EARLIER TELEGRAMS.

THE LEAGUE OF NATIONS.

Geneva, Sept. 5.

The public galleries of the Assembly Hall were again packed to-day. M. Herriot was given an ovation. He said that he hoped that one result of this Assembly would be to consecrate the principle of arbitration (Applause). He said that the aggressor was the party, who refused to abide by the arbitral award. This Assembly has a moral responsibility to the world. Arbitration, security and disarmament were inseparable from each other. Arbitration was necessary if peace is to become a reality and the loyalty of small nations must be protected. (Loud applause). He emphasised the need of upholding justice for all, and endorsed the remarks of "my excellent friend Mr. Macdonald" yesterday.

M. Herriot declared that without arbitration security, disarmament and international solidarity were impossible. France joyfully received any proposals for conciliation. France offered all she could offer. She wanted peace and hoped that the efforts of the League would lead thereto.

M. Herriot declared that all nations were clamouring for peace, so let them give them peace by international co-operation. M. Herriot welcomed American co-operation. In regard to disarmament he said that France was not animated by hatred against Germany. France had fought German militarism. France adhered to the Covenant but desired to make it a living thing. France aspired to peace by right and dignity. Owing to her own sufferings she wished to assuage those of other nations. He concluded "France is striving for peace." M. Herriot spoke for forty-five minutes and was loudly cheered, the whole Assembly rising to its feet.

M. Salandra in a written speech said that Italy gladly associated herself with the views of Mr. Macdonald and M. Herriot, and would willingly co-operate in the work of reconstruction.—*Reuter.*

Paris, Sept. 5.

The newspaper express astonishment and disillusionment at Mr. Ramsay Macdonald's speech at Geneva, especially the passage relating to armaments and the admission of Germany into the League of Nations.

Le Matin comments bitterly on what it calls Mr. Macdonald's failure to throw light on the British plans for disarmament and security, or to explain the rejection of the League's mutual assistance pact.

The *Petit Parisien* says that the British Government cannot entirely wipe out the former decisions of the Assembly and describe as a complete failure what can only be regarded as a first effort.

The *Petit Journal* says that apparently Britain, herself momentarilly fearing no aggression, loses interest in the fate of the more exposed nations, and trusts that M. Herriot will emphasise the French standpoint.

Figaro says that Mr. Macdonald in urging the creation of a system of automatic arbitration seriously modifies the spirit of the League.

Ere Nouvelle says the speech is far from what was expected of a great British democrat.

Oeuvre deplores the negative character of the speech but is confident that M. Herriot and Mr. Macdonald will find common ground to explore the road of justice and peace.

Gaiois says it is inadmissible to ask France to expose her frontiers by demilitarisation.

Excelsior says that a formula must be found to reconcile the principle of arbitration with the system of assistance and sanctions.

Ex-Minister Kloyz, interviewed by the *Echo de Paris*, declared that unless the Anglo-French-American pact of 1919 was replaced by a similar guarantee, the left bank of the Rhine will not be evacuated in 1925.—*Reuter.*

THE LABOUR MOVEMENT.

London, Sept. 5.

The Trade Union Congress agreed to empower the General Council, through the International Federation of Trade Unions, to take all possible steps to bring together the different elements of the Labour movement in Europe, in an effort to establish solidarity making for world peace.

The President said communications had been received from France, Italy and Germany, showing that the Continental nations were looking for lead from Britain, where unity was most firmly established. Therefore it seemed incumbent upon the British movement to take steps to consummate this desire and thus fulfil its great destiny.—*Reuter.*

Moscow, Sept. 5.

The Russian Federation of Labour has appealed to the Trade Union Congress at Hull to support the "hands off China" movement which started in Russia.

London, Sept. 5.

The Trades Union Congress has passed a unanimous resolution congratulating the Government for signing the Anglo-Russian treaties, and calling upon the Government, and the House of Commons specially, to facilitate the ratification of the treaties, the application of which is most important for world peace and economic recovery. It also passed a resolution instructing the General Council to call a special Congress to decide upon industrial action immediately there was a danger of war.—*Reuter.*

London, Sept. 5.

The Trade Union Congress has passed a resolution empowering the General Council to investigate the conditions of labour in eastern countries, also protesting against the continued employment of Chinese and other cheap Asiatic labour on British steamers, and calling for a bill to make such employment illegal on British ships west of the Suez Canal.—*Reuter.*

THE MOROCCAN CAMPAIGN.

Rabat, Sept. 5.

An order to prepare for all contingencies of maintenance and reinforcing all posts in the French zone of Morocco has been entrusted to two mobile corps under General Dechambrun. There has been a certain amount of agitation among many Riffs to the north of the French zone for months past.—*Reuter.*

RUSSIAN TERRORISM.

London, Sept. 5.

Remarkable allegations were made by the crew of the Cardiff steamer Glenester, which arrived at Barry from Russia. They stated that a man employed to guard the ship shot himself. The Russian authorities detained the wireless operator and third engineer, who went to fetch a doctor and kept them in a barred wire enclosure all night long, where they were cruelly ill-treated by the Russian guard. The Russian authorities arrested the ship's captain, Mr. Young, who, when he protested, was pinned against the rails of the ship and a revolver held to his stomach. The mate was hurled across the deck. The Russian guards terrorised the crew and the ship was only allowed to sail after the captain had been forced to sign a declaration that he and the crew had been treated very courteously.—*Reuter.*

COLLISION IN ATLANTIC.

New York, Sept. 5.

The Japanese steamer Fuji Maru collided with the British steamer Laristan in Lat. 26.30 North, Long. 76.06 West. The Fuji Maru was extensively damaged in the stem and the plates above water. No damage to the cargo is anticipated and there is no immediate danger. She is proceeding to Charleston, thence probably to Newport News for repairs. The damage to the Laristan is not known.—*Reuter's American Service.*

COURT OF INTERNATIONAL JUSTICE.

Hague, Sept. 5.

The Permanent Court of International Justice has elected M. Huber of Switzerland, president for 1925-27, in succession to Dr. Loder of the Netherlands. The change is most interesting in view of the importance of the part the President will play in connection with the Dawes plan.—*Reuter.*

THE GEORGIAN REVOLT.

Moscow, Sept. 5.

Forty leaders of the recent Georgian rising have been condemned to death and immediately shot. Their names have not been divulged but are believed to include Prince Andronnikov, the leader of the Georgian anti-Bolshevists.

GERMAN CONSORTIUM AFTER RUSSIAN OIL.

Berlin, Sept. 5.

The German consortium has concluded an agreement with the Russo-Naphtha Syndicate for deliveries of petroleum [illegible]

BRITISH INDIA'S LATEST.

S.S. TAIREA DUE TO-MORROW.

Yet another addition to the expanding fleet of the British India Steam Navigation Co. is due to arrive here at daylight to-morrow morning. This is the s.s. Tairea, making her maiden trip to the East.

Built by Messrs. Barclay Curle and Co., Ltd., she is a twin screwed vessel, with a speed of 17 knots, driven by triple expansion engines which are supplied by seven single ended boilers working on oil fuel.

Dimensions are, length 465 feet, breadth 60 feet: depth 33 feet, with complete shelter deck, and poop, bridge, forecastle, and boat decks. Accommodation has been provided for 60 first class passengers, 30 second class passengers and about 2,500 deck passengers, the latter in the 'tween decks.

The cargo handling arrangements are very complete, while there are large refrigerated chambers. Thermo-tank ventilation is provided for the 'tween decks.

Life saving appliances are of the most up-to-date description, and the vessel has been built according to the latest sub-divisional bulkhead rules. Boat lowering gear is of the new Maclachlan automatic type. The Tairea has three funnels, a somewhat unusual feature in British India vessels running in these waters. A sister ship, built by the same firm, was launched from their yard at Scotstoun on May 19th last and will shortly join the fleet. She has been named the Talikwa.

THE WORLD FLIGHTS.

LOCATELLI'S ARRIVAL CREATES RIOT.

New York, Sept. 5.—When Locatelli arrived at the great central station last night police reserves had be called out to prevent a riot between rival factions among the crowd. Five thousand Italians cheered for Locatelli. They were countered by shouts of "down Locatelli." Fascisti Locatelliers rushed him into a taxicab and hurried him to a hotel.—*Reuter's American Service.*

The Hongkong Telegraph.

FOUNDED 1861 No. 12,861 六拜禮 號六月九英港香 SATURDAY SEPTEMBER 6, 1924 日八初月八 SINGLE COPY 10 CTS $2 PER MONTH

THE POWERS AND CHINA.

RUSSIAN STORY OF DIVISION INTO ZONES.

REPORT "NOT ONLY FALSE, BUT RIDICULOUS."

Washington, September 5.

It is reported from Moscow that M. Rothstein, of the Russian Foreign Office, stated that Russia takes a serious view of affairs in China and is not going to remain indifferent, adding "We have full ground to suspect that an arrangement was reached between the Great Powers as regards China during Mr. Hughes' stay in London. This action was contemplated long ago, but America hesitated to make up her mind until the Russo-Chinese Agreement. We believe the United States has abandoned the policy of the Open Door and decided to divide China into zones of interest. It seems that England is to receive the South; France, the Province of Yunnan; and Japan, Manchuria. The participation of Japan is so far not clear, but certain actions in Manchuria indicate that Japan has been given permission to occupy it." M. Rothstein added that Russia is going to protest against the Powers' scheme. He denied that the Russo-Chinese Treaty contained any secret clause.

Mr. Hughes, shown the foregoing, termed it "not only false, but ridiculous." Other American officials pointed out that any such agreement among the Powers would be contrary to the Nine Power Treaty.—*Reuter's American Service.*

PREPARING THE WAY FOR PEACE.

ARBITRATION AND JUSTICE BY FORCE.

Geneva, September 5.

Lord Parmoor in a powerful speech, which was frequently applauded, endorsed many of the principles laid down by M. Herriot. He declared the covenant of the League was the remedy for the present situation of the world.

At the afternoon sitting M. Theunis said that Belgium would follow France and Britain with regard to compulsory arbitration. The best guarantee of peace was the prospect of a coalition of all the civilised peoples against an aggressor.

M. Benes, of Czecho-Slovakia, advocated arbitration.

The debate was then adjourned until to-morrow.

M. Herriot in the course of his speech praised the draft treaty of mutual assistance, as to which France was very optimistic. He expressed gratification at Mr. MacDonald's support of the proposed arbitration, declaring that the violation of frontiers no longer provided a satisfactory criterion of aggression, but enlarged on the necessity for backing up arbitration and justice by force. "We must make what is mighty, just, and what is just, mighty, if we are to save the peoples from a repetition of their sufferings." He declared that France strongly favoured all the measures calculated to control the traffic in arms and prevent secret preparations for war, which were at present proceeding.

He supported the idea of a disarmament conference, and said the conditions under which Germany and Russia could be admitted to the League were clearly laid down in the articles of the League covenant.—*Reuter.*

U.S. FLIERS NEARING HOME.

LEAVE NOVA SCOTIA FOR BOSTON.

Pictou (Nova Scotia), September 5.

The American fliers have started for Boston.

Three aeroplanes took off with Lieutenants Nelson, Smith and Wade, the last-named in a new aeroplane replacing the one he lost off the Faroes.—*Reuter's American Service.*

FOG CAUSES DESCENT.

Portland (Maine), September 5.

A telephone message from Orrs Island says the world fliers, bound for Boston from Pictou, descended at Casco Bay this afternoon, presumably owing to fog.—*Reuter.*

ILL-FATED SHIP.

CAPTAIN ILL; CHIEF ENGINEER DIES.

The s. s. Tangestan, which arrived in Harbour yesterday, was in charge of the Chief Officer. The Captain was left behind in hospital at Soerabaya and during the voyage Mr. J. S. Lang, the Chief Engineer, suddenly died in his cabin. This occurred a few hours before arrival in Hongkong and the Chief Officer wireless'd to the Health Authorities here for their instructions as regards the disposal of the body. He was informed that the deceased should not be buried at sea.

The ship went into quarantine on arrival here, before going alongside the Taikoo Sugar Refinery to unload her cargo of sugar. Mr. Lang's body was taken to the Mortuary, where examination showed that death was due to natural causes. Mr. Lang was well advanced in age, being 72 years, according to a report made to the police. He was a native of Sydney, Australia, where his relatives reside. The funeral takes place this afternoon.

The Tangestan is said to have at one time carried pilgrims to Mecca in the Red Sea.

WEMBLEY LOSSES.

NONE FOR AUSTRALIA.

Melbourne Sept. 5.

Mr. Bruce has announced that the Australian Government is [illegible]

MING YUEN GARDENS.

THE LATEST DEVELOPMENT.

In connection with the Ming Yuen Gardens case, a fresh development occurred yesterday, when the owners forcibly turned out Ko Yat-sing, the sub-lessee of the European restaurant, and packed all the furniture in one room. This caused Mr. Corke to voice a complaint at the Central Magistracy this morning, when he also expressed the query whether, in view of the proceedings that were impending, the owners had not been on the verge of committing an act of contempt of Court.

Mr. Brooks, who appeared for the owners, disagreed, because his clients had been merely summoning the defendants for trespass in the servants' quarters.

Mr. R. E. Lindsell said he would take a note of this when the case came up for hearing.

GERMAN COAL.

U.S. AIDS PRODUCTION.

New York, Sept. 5.

Negotiations have virtually been completed for granting a German coal syndicate credit of ten million dollars to revive coal production in the Ruhr, by a syndicate of eight or ten American banks headed by the [illegible]

THE SHEKO SCHEME.

HANDSOME CLUBHOUSE NOW OPEN.

Development of Delightful Suburb.

Thanks to the formation and energies of the Sheko Development Company, there is now being developed on the south-west point of the island what will eventually be a self-contained residential community, comprising about fifty bungalows, a Clubhouse, a golf course, tennis courts and other amenities of social life.

Many years ago, the idea was conceived that the land lying between Big Wave Bay and Island Bay would lend itself very admirably to residential development, and when the Government later decided to construct the Sheko Road, a band of enthusiasts got together and formed the Sheko Development Company securing for their purpose a large tract of land which had hitherto been derelict, except the small portion on which stands the little village of Sheko. The capital of the Company was subscribed by 50 shareholders, each of whom is entitled to a bungalow site and on each of whom rests the obligation to build a house or bungalow within a certain number of years. The Company also undertook to construct a Clubhouse and to prepare a golf course, for which part of the land was so obviously suitable. Although not a lot has been heard of the scheme by the general public, work has gone steadily ahead, and when a representative of the *Telegraph* paid a visit to Sheko a few days ago it was to find a Clubhouse already completed and occupied, a nine-hole golf course all but prepared, and a number of building sites in the hands of contractors.

THE CLUBHOUSE.

So far as the Clubhouse is is concerned, it is a substantial and roomy structure, designed in attractive old-fashioned style. Membership will be confined to the fifty shareholders of the Company, to fifty other members and to twenty-five subscribers, the limited size of the golf course and other accommodation making this restriction necessary. His Excellency the Governor, H.E. the Admiral, H.E. the General Officer Commanding and Sir Claud Severn are Honorary Members. The large hall of the Clubhouse can accommodate from 140 to 150 diners, one of the main features of the building being the very roomy verandah, from which magnificent views of Rocky Bay and Waglan can be had. There is a card room, bar, an upstairs open-air tea room, with ladies' and gents' dressing rooms. An excellent private water supply has been laid on, the water being secured from a neighbouring hillside, whilst the Clubhouse is electrically lighted, a kerosene petrol driven "Pelapone" engine driving the generating machinery. Provision has been made in the Clubhouse for the day when residences will be in occupation, a Community Store having been provided. To this store residents will be able to send their various order books, a motor truck going into town every day to bring back the fulfilled orders.

THE GOLF COURSE.

Regarding the golf course, there are at present only nine holes, but as sites become levelled and more land filled in, it will be possible to add a few more holes. The course is an ideal one for location, being practically along the sea shore and in the shade of neighbouring hills. At the moment there are also five grass tennis courts, but these are being extended, and there will eventually be from 10 to 15 courts.

The development of the district is as yet in its infancy. There is much building and road making to be done, but when the scheme of the promoters is carried out in its entirety, Sheko will be a beautiful and attractive residing place. Its three beaches are unrivalled in the Colony.

On [illegible] will [illegible]

BURGLAR ON PEAK.

TWO HOUSES VISITED.

Entering through a door in the back staircase, a burglar got into Mr. Bennett's residence at No. 451, The Peak in the early hours of yesterday morning. His nocturnal visit was marked the same morning by the disappearance of jewellery, valued at $100.

Mr. Rawlinson, who lives next door also suffered a small loss from the attentions of this same intruder, as a silver wrist watch valued at $25 was missed from a table on which it was placed the previous night before the owner retired to rest.

EXECUTIVE COUNCIL.

CHANGES CAUSED BY MR. STEPHEN'S DEATH.

The death of the Hon. Mr. A. G. Stephen has necessitated two changes on the Executive Council. These are gazetted to-day, the Hon. Mr. P. H. Holycak being appointed to the seat rendered vacant by Mr. Stephen's death, and the Hon. Mr. C. Montague Ede being appointed to act during the absence of the Hon. Sir Paul Chater.

Both these gentlemen have been serving on the Executive Council of late, Mr. Holycak acting for Sir Paul Chater, and Mr. Ede temporarily filling the vacancy caused when the late Mr. Stephen went on leave.

It is of interest to note that, after filling acting appointments on several occasions, the Hon. Mr. Holycak is now given a permanent seat on the Council for the first time. As is known, he has for long been a Legislative Council member, and as a man of wide experience on our Legislature it is fitting that he should thus be honoured.

HONGKONG PORT.

APPOINTMENT TO NEW DEPARTMENT.

It is announced in the *Gazette* that His Excellency the Governor, under instructions from the Secretary of State for the Colonies, has made the following appointments in the Port Development Department:—

Mr. Adam Anderson, B.E., B.A., R.U.I., to be Deputy Port Engineer.

Mr. Andrew Nicol, Assoc. M. Inst., C.E., Chartered Civil Engineer, to be Senior Assistant Engineer.

HOME CRICKET.

SOUTH ENGLAND VS. SOUTH AFRICA.

London, Sept. 5.

At Hastings the weather was delightful, and the wicket good.

South of England scored 218 for 8, and declared, Hobbs contributing 34, thus completing his two thousand runs this season. Calthorpe compiled 52.

The South Africans scored 219 for 7, Susskind hitting up 101.

[In their first innings, South of England compiled 312 for 9, declared, and South Africa 269.]

YORKSHIRE DEFEATS M.C.C.

Yorkshire at Scarborough beat the M.C.C. by four wickets. Marylebone scored 101, Macaulay taking 6 for 30, and then 321 (Hearne 115). Waddington taking 6 for 87. Yorkshire [illegible] 254 (Sutcliffe [illegible]

CANTON GOVERNMENT.

REORGANISATION RUMOURS.

Marshal Tuan Chi-jui Said to be Coming South.

The *Canton Gazette* publishes the following information issued by the Pacific News Agency (Canton):—

Considering that now is the opportune time for the revolutionary forces in China to put down the counter-revolution faction, Marshal Tuan Chi-jui, the ex-Premier who has been quietly staying in Tientsin for some time, is proceeding to Canton to help Dr. Sun Yat-sen in the coming military campaign against the Chihli party says a telegram from Tientsin.

On the arrival of Marshal Tuan the Government at Canton

Marshal Tuan Chi-jui.

will be re-organised. Marshal Tuan strongly upholds Dr. Sun to resume the Presidency and Tuan himself be appointed the Commander-in-Chief of the Northern Expeditionary Forces. General Hsu Shu-tseng, a staunch supporter of Marshal Tuan, is sent to Canton by Tuan to make preliminary preparations for the organization of the Government and the military campaign against the North.

Mr. Ng Chi-fei, a noted educationist highly respected by General Chan King-ming, is also coming to the south from Shanghai to arrange for a better understanding between the authorities here and General Chan. It is reported, Mr. Ng will ask General Chan to resume his loyality to Dr. Sun so that the war in the East River can be avoided and the Allied forces in this province can be sent to join the coming Northern Expedition.

MACAO WIRELESS.

RATES FROM HONGKONG.

It is notified in the *Gazette* that on and after to-day, wireless telegrams will be accepted for transmission to Macao via the Cape D'Aguilar Coast Station at the rate of 20 cents per word. The hours of working of the Macao Wireless Telegraph Station are as follows:—

Week Days.—8 to 9.30 a.m., 2.30 to 5 p.m. and 7 to 9.30 p.m.

Sundays and Holidays.—8 to 11 a.m. only.

ST. LEGER BETTING.

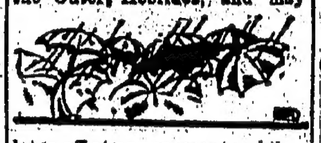
London, Sept. 5.

St. Leger betting is 2 to 1 Polyphontes taken and offered, 6 to 1 Salmon Trout offered, 9 to 1 Hurstwood, and 100 to 9 St. Germans, and Iris Mond taken and offered.—*Reuter.*

TO-DAY.

Closing Exchange [illegible]

Naturally those of my readers who are starting for their summer holidays would like to know what sort of weather to expect. I fear the prospects are not very cheering. By courtesy of the Meteorologer Royal I have been enabled personally to examine his instruments. From my inspection I gather that there is a violent motor-cyclone half-way across the Atlantic heading straight for Blackpool, where it will probably burst. A couple of fierce isobars, which haven't had anything to eat for a month, are hiding behind one of the Outer Hebrides, and may



loose off at any moment; while a typhoon has escaped from the Malay Archipelago and is clearly meditating a frontal attack on Bognor. There is also an ugly-looking secondary depression developing over Wigan which threatens to deluge that popular health resort with water-spouts. The behaviour of the seismograph seemed to indicate that Snowdon and Plinlimmon will shortly be in eruption. There will, however, be occasional bright intervals.

* * *

A friend of mine who owns a motor launch recently set out with a party from Ilfracombe to Lundy Island, but was unable to land his guests owing to the phenomenally rough sea. Clearly one of those very sad cases of *sick transit gloria Lundy.*

* * *

Dame Clara Butt, I read, possesses a Pekinese which sings. Not just *wow-wow-wow* on the monotone, mark you, but real melodies. So interested was I on reading the account of this animal-wonder that I asked that eminent musical critic, my good friend Dr. D. Doubleflatt, if he could offer any explanation of this remarkable precocity.

He told me that all animals have far greater musical capabilities than most people imagine, and instanced the case of a couple of piping bullfinches which he once owned. By dint of patient training he taught one to sing correctly the part of *Marguerite* in "Faust"; but not content with this achievement he then proceeded to teach the other bullfinch to sing bass, with the idea of its ultimately memorising the part of Mephistopheles. Unfortunately, however, in attempting to take a low F sharp one day the unhappy bird swallowed its tonsils, with the result that shortly afterwards it died of thrush.

* * *

Following upon my remarks a fortnight ago concerning the Boston bride and bridegroom who were married in tennis costume, I now read of another couple down Texas way who have given each other revolvers as wedding presents. I rather fancy Shakespeare foresaw something of this sort when he wrote of "taking up arms against a sea of troubles."

* * *

We have got a new game at our club. Some of us young bloods foregather in one of the bow windows (specially built to accommodate the Stout Set's tummies) and try to spot overseas visitors.

For the purpose of the game we have decided that.

A man wearing snub-nosed shoes and working his lower jaw is an American (scoring 1 point).

A man followed by either a Bombay duck or a mongoose is an Indian (5 points).

A man wearing a diamond [illegible]

A man with heartbrugs sewn on the seams of his trousers and a hat like a wedding-cake is a Mexican (5 points).

A man carrying a paper umbrella and wearing [illegible]

A goldfish in his button-hole is a Japanese (3 points); and

A man carrying his lunch in a bottle is a Scots-Canadian (½ point).

The winner of the game is, of course, the player who scores the greatest number of points in a given time. Yesterday I won the

pool by scoring 12½ points in five minutes. No visitors passed until just on time, when I had the good fortune to spot 25 Scots-Canadians simultaneously. They were all sharing the same taxi-cab.

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The librarian of the public library which I patronise tells me that he has just received back a book which someone had retained for over three years. I forgot to enquire the title of the book, but on thinking the matter over I strongly suspect it was one of the shorter novels of Hall-Caine.

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The annual controversy is now raging with all its accustomed ferocity over the type of book to take away with us for holiday-reading. Personally I have but little leisure for reading while on holiday. I am far too busy collecting a bronze complexion and a vermilion neck. But I

always take a Bradshaw away with me, not merely for reference, but for desultory perusal when I can manage to secure a few spare moments. In its way it makes just an entertaining and exciting reading as a novel.

Take the adventure of the 2.5 from London to Wolverhampton, for instance. It hasn't started ten minutes before it runs into a solid block of ink just beyond Willesden; but apparently it suffers no damage, for it arrives at Leighton Buzzard a quarter of an hour before it started from London! From Bletchly onwards to Rugby it runs on Saturdays only, so if you are travelling on a Monday you have four clear days in which to examine the superb works of art which decorate the wall of the Bletchley waitingroom.

And the funny part of the whole thing is that the 2.5 never gets to Wolverhampton at all! It gets as far as Walsall, where it collides with another block of ink, and its future career is merely indicated by a hideously suggestive row of dots.

* * *

Did Edgar Allan Poe ever write anything more enthralling?

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Those agitated people who have been frantically writing to the papers to enquire whether broadcasting has been responsible for the extraordinarily wet weather which has recently afflicted us may be interested, now that their fears on that point have been dissipated, further to know that Telephoning [illegible] Influence on the transmission of [illegible] Roller-skating does not [illegible] lally affect the [illegible] eclipses [illegible] Cricket [illegible] [illegible]